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FOUNDED 1881 六拜禮 號六月十英港香 SATURDAY, OCTOBER 6, 1928. 日三十月八

CROYDON TO CAPE NON-STOP.

ENDURANCE FLIGHT OF 6,000 MILES!

BRITAIN'S ENTERPRISING RECORD ATTEMPTS.

WONDERFUL MACHINE.

London, Oct. 5.
The British Air Ministry has completed plans for attacks on existing air records, which if successful, will astonish the world. The details have only just been made available, but is now disclosed that the Royal Air Force are preparing for two endurance flights on a scale scarcely contemplated previously in aviation circles.

It is, of course, already known that Flight-Lieutenant D'Arcy Greig is waiting for a favourable opportunity to make, at Southampton, a bid for the world's speed record, held by the Italian, de Bernaldi. In a practice flight a few days ago, he exceeded 300 miles an hour, and is supremely confident of success when the real attempt is made.

Attack on Non Stop Record.

The other air record which Britain seeks to establish is that for the non-stop flight. The longest ever made hitherto is that of Captain Ferrarin and Major Del Prete, also Italians, who flew from Rome to Pernambuco, a distance of just under 4,000 miles.

The British plans involve two great enterprises, the first, a flight round England for three days and nights, and the second, a non-stop flight from London to Cape Town, a distance of 6,000 miles! The pilot for both attempts will be Squadron-Leader Jones Williams, who was selected by the Royal Air Force after Squadron-Leader Jack Noakes crashed in Suffolk and was incapacitated by the accident.

Squadron-Leader Jones Williams will have Flight-Lieut. Major as navigator for both flights.

The attempt to make a three days flight round England will first be made.

Machine of Special Design.

The special Fairley-Napier monoplane, designed for this specific purpose, has been under construction for several months and is now nearly ready.

The main considerations leading to the decision to attack the present records, are to produce a machine capable of carrying a big load and an engine that will consume the minimum amount of petrol and oil.

It is understood that in less than a fortnight this machine will be at the disposal of Squadron-Leader Jones Williams and his colleagues. If the flight round England is satisfactorily completed, the flight from London to the Cape non-stop will then be made.

Woman Over Unknown Africa.

A message has been received in London stating that Lady Bailey, the wife of Sir Abe Bailey, has arrived in a Moth light aeroplane at Loanda, Portuguese West Africa.

She left Elizabethville in the Belgian Congo on September 24th with the intention of flying to England by the west coast of Africa since the British authorities had forbidden her to fly alone across the dangerous parts of East Africa and the Sudan.

Lady Bailey has flown for ten days over West African territory almost unknown from the aviation point of view on the most hazardous flight ever undertaken by a woman. The distance from Elizabethville to Loanda is about 1,000 miles.—British Wireless.

CLOUDY WEATHER.

The anti-cyclone is central to the north-east of Japan, while the typhoon is 300 miles south-east of Naha moving North-west.

The local forecast till noon tomorrow is: North-east winds, moderate; generally cloudy.

AMERICAN FIRM IN WUHAN RAIDED.

GERMAN EMPLOYEE ARRESTED AND SHACKLED.

ASTOUNDING OUTRAGE

Hankow, Oct. 5.
A sensation was created in European circles in Hankow today when it was learned that an armed posse from the Wuhan Public Safety Bureau raided the premises of the American Drug Company, alleging that the firm was carrying on an illicit trade in narcotics.

Mr. Dorville, a German employee of the firm, and two Chinese employees, were placed under arrest. Mr. Dorville, with the others, was shackled and removed to the native City, where he is still detained by the Chinese authorities.

It is understood that a very strong protest is to be lodged by the American Consulate at the raid was carried out without a warrant from the Consulate.

It is pointed out that every chemist must carry a certain stock of narcotics, which are imported only under the most strict regulations, which it is claimed were in this instance, faithfully observed.—Reuter.

STRIKING NEW A. A. GUN INVENTION.

FINDS AND KEEPS OWN RANGE BY SOUND.

New York, Oct. 5.
A remarkable new gun designed for use in combating air raids has been demonstrated on the Aberdeen Proving Ground.

Described as a "Robot" anti-aircraft gun, it is claimed that it finds and keeps its own range by means of sound waves, adjusting its range automatically as aircraft approaches or retreats or gains or loses height.

It is understood that the gun responded to all tests with great success.—Reuter's American Service.

AUSTRALIAN STRIKE DEVELOPMENTS.

TRADE UNION OFFICIALS GLOOMY.

Melbourne, Oct. 5.
The strike situation shows no sign of change one way or the other. Trade Union officials regard the prospects of a settlement to be very gloomy.

Further instructions have been issued to Waterside Workers not to apply for licenses under the new Act, while Councils of Action have been set up in each State for the purpose of establishing strong picketing squads.—Reuter.

LADY PREACHER'S VISIT.

MISS MAUDE ROYDEN TO SPEAK HERE.

Miss Maude Royden is returning to the Colony at the end of this month, and the Local Committee, acting for her, have arranged the following programme of meetings:
Tuesday, Oct. 30th, 5.30 p.m.—City Hall, Public meeting.
Wednesday, Oct. 31st, 9.15 p.m.—City Hall, Public meeting.
Friday, Nov. 2nd, 6.30 p.m.—Helen May Institute. Meeting for women.
Other smaller meetings and conferences are being arranged privately.

STORAGE OF ARMS.

SCHEDULE OF POLICE CHARGES.

The Gazette notifies that the following charges for storage of arms will be made by the police:
Arms, all kinds—\$1 per month or portion of a month, for each weapon.

Ammunition—50 cents per 100 rounds or portion of 100 rounds per month or portion of a month.

Arms remaining in store for more than one year from the date of deposit will be sold or otherwise disposed of, unless special arrangements have been made by the person depositing them.

SCIENTIFIC FUEL PROCESSES.

AMAZING PROSPECTS OUTLINED.

FUEL CONFERENCE FEELING ON COAL TREATMENT.

DIVERSE OPINIONS.

London, Oct. 5.
The possibility of low temperature carbonisation of coal and the asset of the process to the world, formed the most frequent topic of discussion at the World Fuel Conference which opened in London a fortnight ago, and has just closed.

Constant reference was made to the subject at different periods during the discussions. It was stated that the resultant solid fuel after the preliminary process, could be used under boilers in the electric power super-station, and that the value of the by-products obtained by this treatment would be so great that the cost of fuel at the generating stations would be almost negligible.

Electric Prices.

Ultimately, the opinion was expressed, the cost of electricity would be no more than a farthing per unit!

The general view of the delegates after the process, and the result achieved to date had been carefully explained, was that while the process was extremely promising, the final success of the experiment not yet been completely established.

There was a diversity of opinion whether the processes would be able to compete successfully against the existing market prices of other fuel products.

Petroleum Supplies.

The Secretary to the Conference, in a review of the discussions, said that Dr. Egloff, of the United States, who it will be remembered outlined an "oil-cracking" process which he said would enable the synthetic production of rubber for motor tyres, an announcement greeted by much scepticism, considered that there was practically an unlimited supply of gasoline for centuries.

The general conclusion on power alcohol was that while it might be possible to produce sufficient to meet local requirements, petroleum would continue to be the main source of liquid fuel for internal combustion engines.—Reuter.

ARGENTINE MEAT EXPORTS.

BRITISH PARTY TO LOOK INTO MATTER.

London, Oct. 5.
A party consisting of Lord Cawley, and Mr. Campbell and Captain Fergus Graham, Members of Parliament, sailed today in the steamer Almazora for Buenos Aires.

The object of the visit, which has been arranged at the invitation of the Rural Society of Argentina, is to enable the party to form an opinion at first hand on the soundness of the sanitary control of exported meat, with particular reference to the fears recently expressed in the British Parliament regarding the danger of infection from foot and mouth disease.

To this end, a tour of Estancia and frigorificos has been arranged by the Rural Society in order that ocular proof of the systems of efficiency may be given.—British Wireless.

BANK OF ENGLAND SELLS GOLD.

ANOTHER BIG AMERICAN PURCHASE?

London, Oct. 5.
The Bank of England today negotiated the sale of gold valued at over £1,000,000, and it is reported that the consignment will be shipped to the United States.—Reuter.

MISS ENID WILSON'S GREAT WIN.

CHAMPIONSHIP FINAL ENDS IN RUNAWAY VICTORY.

U.S. PROFESSIONALS.

London, Oct. 5.
Golfers who went to Walton Heath for the final of the English Ladies' Golf Championship (closed) between Miss Enid Wilson and Miss Dorothy Pearson, were rewarded by a superb exhibition by the young star from Notts, who overwhelmed her more experienced opponent.

The match was over 35 holes, and Miss Wilson quickly established her supremacy, piling up a big lead by brilliant efforts. The match ended on the 25th green, Miss Wilson beating the Nevill player by 9 and 8.

The new champion is only just eighteen years of age, but it says something for the sensation she has created in golfing circles during recent months, that she was expected to win the tournament fulfilled those anticipations.

A message from New York briefly announces that in the semi-finals of the American Professional Golf Championship, Leo Diegel defeated Gene Sarazen by 9 and 8, while Espinosa beat MacDonald Smith by 6 and 6.

Diegel's colossal victory over such a powerful opponent makes him an easy favourite for the final, particularly as Walter Hagen was one of his victims in the preliminary rounds.—Reuter.

\$1,000,000 FOR POOR CHILDREN.

U.S. DEMOCRAT CAMPAIGN MANAGER'S GIFT.

New York, Oct. 5.
Mr. John Raskob, the campaign manager of the Democratic presidential candidate Governor Al Smith, and prominently connected with the General Motors Corporation, is personally devoting \$1,000,000 to a Trust Fund in memory of his son who was killed in a motor accident in July.

Mr. Raskob says that the fund will be used for the purpose of "giving some poor children a fair start in life."—Reuter's American Service.

ALLEGED MAIL THEFTS.

TWO CHINESE TO BE TRIED.

On Friday afternoon, the trial will commence, before Major C. Wilson, of two men who are charged in connection with the alleged interference with mails of the General Post Office.

Originally five men were arrested, but on the application of the police this morning, three were discharged. Of the remaining two, one is charged with stealing postal packets and the second with being an accessory after the fact.

PRINCE CHAROON OF SIAM DEAD.

TAKEN SUDDENLY ILL AT GENEVA.

Geneva, Oct. 5.
The death occurred today after an illness of several weeks of Prince Charoon, the principal Siamese delegate to the League of Nations. Prince Charoon went to Geneva to attend the recent meetings of the League Assembly, but was taken suddenly ill a day or two before the opening, and has just passed away.—Reuter.

U.S. BANK GOVERNOR SERIOUSLY ILL.

MR. BENJAMIN STRONG IN HOSPITAL.

New York, Oct. 5.
Mr. Benjamin Strong, the Governor of the Federal Reserve Bank, is lying critically ill in hospital with intestinal trouble.

Mr. Strong, who has held the Governorship for the past fourteen years, has been in ill-health for several years.—Reuter's American Service.

TO-DAY'S RACES AT HAPPY VALLEY.

SOME GOOD RACING EXPECTED.

BACK MR. G. U. DA ROZA'S MOUNTS.

TIPS BY "RINGTAIL."

Racing enthusiasts will have an opportunity to-day of indulging once more in their favourite sport at the meeting which is to be held at Happy Valley this afternoon, commencing at 2.30. The meeting will be continued on Monday when eight more events will be decided.

No important training times have been returned since the opening of the second half of the season—a circumstance which tends to make the task of "spotting the winners" a rather ticklish proposition.

Some very good ponies have "gone West" since the last meeting, including Bengal, San Diego and Comrade which, with the scratching of Blackstone Hall and Rose Hall, will cause quite a havoc with the "A" Class events.

For Novices.

A notable item at to-day's and Monday's meetings is the inclusion of a race for novice riders. This should be great news to those concerned, as there are quite a few enthusiastic lads attending the early morning gallops who, I am sure, can be depended upon to do the useful when they have had sufficient tuition.

It is to be regretted that the P.W.D. have not finished the contract for widening the nullah owing to a shortage of steel to continue the reinforcing work. However, if the fans will be content to give their fancies the "once over" from a distance I have no doubt they will not suffer much inconvenience. An excellent view can be had from the stands and if patrons will be content to watch the races from these points of vantage I am confident that the meeting will pass off without a grouse.

The programme for the opening day contains five handicap races and three Terms events. The Aggregate Stakes is the principal race in the list this afternoon and, although quite a satisfactory entry has been received, some afraid that few ponies will race the starter. One Third, who has been roughly handled in the Handicaps, has no other option but to start here, but he will have the satisfaction of running away with the race as none of the other runners approach his class.

Race No. 1.

Veloz, a stranger belonging to the Governor of Macao, will be making his initial appearance at the Valley and seems to do better here than elsewhere. He can be depended upon for a good display and looks a winner.

Nara Stag seems to be properly tuned up for this event, and, if he can carry the weight, has a rattling good chance.

Duke of Nieblung will be ridden by Wong, the Chinese crack, and with a little joss he may spring a surprise.

Race No. 2.

O'Moon is a clever little speedster and having got the best of the Handicapper should win in meritorious fashion.

Westlake strikes me as one well handicapped and one with a chance. Bonora showed useful form on his last run at the Valley and looks very encouraging.

Race No. 3.

San Francisco, a speedy little demon, has lately arrived from Shanghai looking extra fit, and will be hard to beat here.

Duke of Verona, though not so well as when last seen out, is sure to run convincingly.

Fifty-Fifty is liable to do anything good, as he improves every run.

Race No. 4.

One Third, the best pony in training at the moment, cannot be beaten. Erewhille, not the class for this event, still should run into second place. Tarzan will secure third money.

(Continued on Page 10.)

Bulls and Innors

From the Office Butts.

Add this to your stock of similes:—"As appealing as a golf course to a civilian after three months' solid work on a military tattoo."

It isn't the heat; it's the people who talk about the humidity.

Perhaps the nurse who swam the English Channel the other day was a wet one.

To-day's stray bat from the belfry:—"What does a burglar do when he encounters a forelock?"

"Reel Club:—"A 'mealy pud-den' is porridge in tights."

Kowloon buses are like bananas. They come in bunches.

A correspondent desires to know how the glass ball was inserted in the old lemonade bottle. What he says it sounds attractive, but do you think, my dear A. S. has doubts about the quality of the whisky.

Hey, move over. These Tattoos are certainly good for those afflicted with insomnia.

Giving a racing game as a wedding present seems to indicate that the bridegroom would be put through his paces.

Thursday was Tattoo Day but there were no big guns or fireworks at the Budget debate.

We suggest that the C.S.P. be seconded for anti-hawker work in Wyndham Street.

Master: "In future, do not write your love letters from the office."

Stenographer: "P p p p p!"

Master: "One of our customers has written that he received a thousand kisses instead of two cases of macaroni."

He is a foolish boy who puts all the vitamins to the side of his plate.

The only certain cure for seasickness:—Arrive at the pier ten minutes after the vessel sails.

"Mike:—"No; you are wrong. They gave the Duke of Gordon a lovely funeral. It took six men to carry the beer."

Winter frocks are to be trimmed with fur to suit the wearers' personalities. There is naturally a certain amount of alarm in feline circles.

The slug hunting season has commenced at Tai-po. Otherwise crime in the district is normal.

During a chess match in Detroit a bomb exploded and hurled one of the players through a doorway. And it seems that it wasn't his to Scotchmen, who tell them so much better.

"Joyce:—"Jole de vivre" is French for whisky.

"Where are the giants of the snatches past?"

Always judge a cheque book by its cover.

Leading question by sensitive youngsters ten years hence:—"What did you do in the Grand Tatoo, daddy?"

What about co-opting a few Editors for the Legislative Council in time for next year's Budget speeches?

"Bachelor:—"We do not believe that all lady Government servants cultivate a maskee spirit and a masculine acquaintance."

Crimo statistics in this Colony suggest that criminals who wish to go to bed would do well to go to bed at the Happy Valley district cinema.

The Swatow educational authorities have dismissed a teacher for smoking. Where there's smoke, they fire!

A contemporary's heading to the record of infectious diseases as "Health Out East" strikes us as rather cynical.

Human legs will gradually vanish, a scientist tells us. On the other hand, reports reach us from Paris that skirts are to be shorter than ever.

We now know where to get a week's record of infectious diseases as "Health Out East" strikes us as rather cynical.

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TICKETS:—\$5, \$4, \$3, \$2, \$1 & 50 cts.

TREASURY FRAUD TRIAL.

COLONIAL TREASURER GIVES EVIDENCE.

In the trial of Carvalho Yoo at the Central Magistracy yesterday the signatures on the cheques in the alleged fraud on the Treasury, were denounced by the Colonial Treasurer, The Hon. Mr. C. McL. Messer, as forged. Mr. Messer said that he did not sign the cheques in question and pointed out detailed differences between his signature and the signatures appearing on the cheques.

Giving evidence in the afternoon, the Hon. Mr. C. McL. Messer stated that he had held the appointment of Colonial Treasurer since December 1918.

Given the stubs of two cheque books, Mr. Messer stated that they each had thirty cheques short of the usual six hundred. The first occasion on which he learned that the book had anything short was on January 18.

Mr. Hazlerigg: Do you recollect towards the close of last year whether you had any conversation with Mr. Tsang On-wing, the Treasury cash-book clerk, on the subject of requirements in the way of cheques?

Mr. Messer: About ten days before the end of the year, a book of 200 cheques was ordered, and instead of that he received 400. He told me of that and also said that he was sixty cheques short. I took it that he only wanted sixty more.

Did you gather from that conversation that there were any cheques missing from any of the books?—No.

That did not occur to you at all?—It did not.

The three cheques on which the defendant is charged were then handed up to Mr. Messer.

Mr. Hazlerigg: These cheques purport to bear your signature?—Yes.

Did Not Sign Them.

Did you sign any one of these three cheques?—None of them.

Have you ever, in your recollection, signed any cheque drawn in favour of the firms named as payees of these cheques?—None of these three firms.

These cheques purport to be dated 30th December, 1927?—Yes.

Did the Government at that time owe to these three firms, or any of them, the sum for which the cheques were drawn?—No.

Has the Government to your knowledge ever owed money to such firms?—No.

Did you, at or towards the end of 1927, or at any other time, sign a cheque in favour of San Cheong & Co. for \$73,785.54?—No.

You are, I believe, Chairman of the Government's Tender Board?—Yes.

Do you see all tenders?—They all come to me. I know the accepted tenders.

Are the names of the payees, mentioned in these three cheques, or the firm San Cheong & Company, known to you as Government contractors?—No.

On Black List.

Are the names known to you at all?—Katz and Company, yes, for a reason.

With what do you associate the name of Katz and Company?—During the War a firm named Katz & Company was on the Black List for trading with the enemy and their ships were being watched.

How many Government contractors are there who would be likely to receive at any time any sum of \$75,000 and upward?—I should say not more than four.

When cheques on the General Account are presented to you for signature, does any document accompany them?—Vouchers.

By that I understand you to mean a pay list, certified by the

IT PAYS

to take care of one's appearance and health. Pinkettes help you to do both by ensuring daily intestinal regularity, by keeping the liver active, the skin clear, the eyes bright, and by banishing sick headache, coated tongue, bilious attacks, ill-smelling breath. They also relieve Piles. Your chemist sells Pinkettes.



head of the department concerned, and accompanied by a detailed account numbered as the sub-voucher?—Yes.

When you are about to sign a cheque do you compare the name of the payee and the amount for which the cheque is drawn with the corresponding number appearing on the voucher?—On the outside voucher, not the inside.

That is the certified pay list?—Yes.

Do you ever sign any cheques without satisfying yourself that the vouchers are in order?—No.

Special Scrutiny.

In answer to further questions, witness explained that at the end of the year there were two factors which would influence him in his examination of vouchers and cheques. He had to see that there was enough money in the Bank to meet the amount and therefore he had to keep a lookout for cheques for large amounts. The other factor which would cause him to scrutinise more closely was to see that heads of departments did not present such bills for payment as were not due until the following year, with a view to using up their votes.

Signatures Different.

Speaking of the differences between his signature and those purporting to be his on the three cheques concerned in the case, Mr. Messer said that there appeared to be differences both as regards the horizontal and vertical positions. Horizontally the signature was more to the left than he would affix it. Vertically, the line beneath the signature was not in the same position. The three signatures concerned were much neater than his ordinary signature, also the "m" in the signatures said to be forged were more angular at the bottom than in the case of the genuine signature.

Mr. Messer next explained that he had two signatures, one wherein there was a split between the "M" and the small "c" in "Mc," and another wherein there was no break. In the latter case the "c" looked like an "e." In his cheque signatures there was a break and the "c" started with a downstroke. In the allegedly forged signatures there was a break, but the "c" resembled the same letter of the signature that did not break. In other words, it looked like an "e." The capital "C" comprising the first letter of the true signature (Continued on Page 3.)

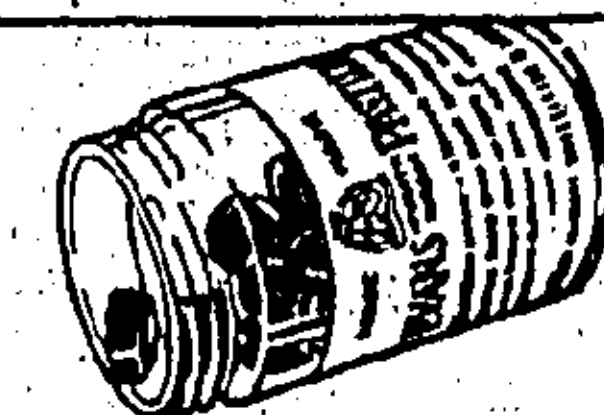
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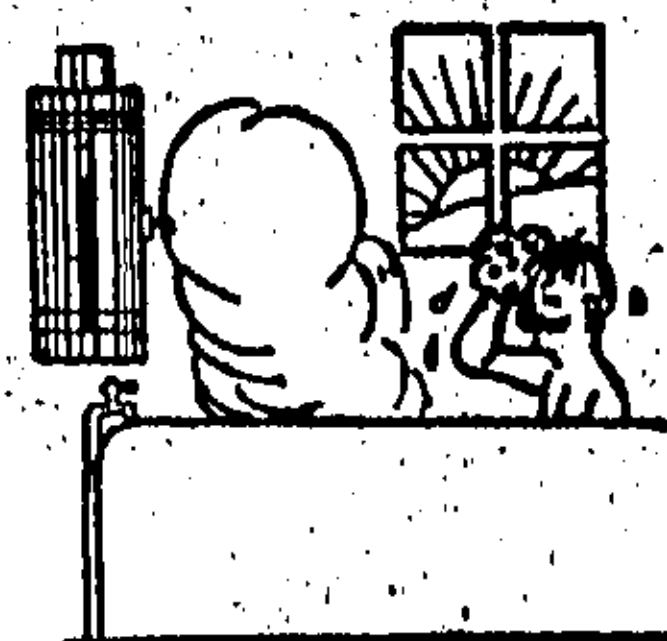
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can often be avoided by the timely use of SCOTT'S Emulsion which is widely prescribed in all affections of the throat and chest. Ask for



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SALESMAN SAM

TWO DAYS AGO BOMBON FOLLOWED A HAY-LOADED TRAIN OUT OF TOWN WHILE SAM SLEPT SOUNDLY IN HIS WAGON. FORTUNATELY SAM WAKES UP TO DAY. WHAT? YOU'VE NEVER HEARD OF A GUY SLEEPING FOR TWO DAYS? SURE YA HUNG! WE JUST TOLD YA ABOUT SAM DOING IT!

JUMPIN' JIMMINY! WHERE'D HECK AM I? WAY OUT IN 'TH' COUNTRY AS SURE AS I'M ALIVE - AN' BOMBON'S STEALIN' HAY FROM SOME TRAIN!

WELL, CAN YA BEAT IT? ACCORDIN' TO MY WATCH IT'S WEDNESDAY, AN' I FELL ASLEEP ON MONDAY - GOSH, BUT I'LL BET GUZZ'LL RAISE CAIN!

Far, Far Away

WONDER WHAT KIND OF A TRAIN BOMBON'S FOLLOWIN'? MUST BE AN ACCOMMODATION, TH' WAY HES EATIN'!

By Small

WELL, THANK GOODNESS TH' TRAIN'S STOPPED - I'LL JUST FIND OUT WHERE WE ARE, AN' WHAT IT'S ALL ABOUT.

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SHANGHAI. HONGKONG.TREASURY FRAUD
TRIAL.

(Continued from Page 2.)

began with a minute dash, but the
signatures on the three forged
cheques began with a curve.Mr. Russ in cross-examination
asked if these were the only dif-
ferences Mr. Messer could point
out. Mr. Messer replied that there
were others but added that he was
not a handwriting expert.There was no cross-examination
on other points contained in Mr.
Messer's evidence.

Bank Evidence.

The opening of a current ac-
count at the Instone Banking Cor-
poration by a man identified as the
defendant and the subsequent pay-
ing in of one of the three Treas-
ury cheques forming the subject
matter of the forgery charges, was
the gist of the testimony of Mr.
Rodriguez, Accountant of the In-
stone Banking Corporation, who
was next called into the box.Witness said he had been em-
ployed at the Bank for over a year
and could recall the occasion when
he first saw the accused, on Sep-
tember 2, last year. Carvalho
Yeo was in the room of the Presi-
dent of the Bank, Mr. Instone
Brewer, when witness was called
in and instructed by Mr. Brewer to
open a current account for the
accused with a sum of \$3,500. A
paying-in book, in which the first
entry was posted, was handed to
witness by Mr. Brewer.Accompanied by the accused,
witness returned to the outer of-
fice, and proceeded with the open-
ing of the account. He first asked
the accused the name under which
he would want to open the ac-
count, and defendant gave him
the name of the Min Tak Company.
He also asked accused who should
sign cheques for the firm, and ac-
cused replied that he would be
the only signature on the Min Tak
cheques. Not until witness had
asked did defendant state that he
had other partners in his firm. He
was told by witness to obtain
letters of authorization from his
partners for the signing of those
cheques.

Nature of His Business.

Witness thought he did ask de-
fendant what the nature of his
business was, and as far as he
could recollect, the reply given
was that the Min Tak were coal
merchants. He also asked for the
address, and it was supplied to
him as being on the sixth floor of
China Building. Accused gave
his own name as Chan Man-wai
and stated that he was the man-
ager of the concern.The payment books (produced)
covered the whole of the amounts
to the credit of the Min Tak ac-
count, which were as follows:On October 8, a second pay-
ment was made into the Bank,
amounting to \$500, in cash.On October 13, a third payment
was made in the form of a cheque
for \$670.75. It was drawn by the
Man Lee Co. on the Equitable
Eastern Banking Corporation.The fourth and final payment
was made on January 4, in the
form of a Hongkong Treasury
cheque for \$78,380.41.Identifying the exhibit handed
to him as the same cheque, witness
said it came to him the very day
it was paid into the Comptroller
Department. Accused had then
said that the large amount was
needed to pay a sub-contractor,
and that the latter would like to
be paid in cash. Accordingly,
after the cheque had been cleared
through the Netherlands Trading
Society, the accused on the follow-
ing day drew a sum of \$65,980, by
means of a cash cheque. Witness
actually saw that sum being paid
to the accused.On the next day, accused again
came into the Bank, and this time
he presented a cash cheque for an
additional \$12,500. On its being
pointed out that he would be ex-
ceeding his account by \$384.69,
accused altered the amount to a
round \$12,000, and was paid.
From that moment, witness never
saw him at the Bank again.Altogether 19 cheques were
drawn by the accused during his
connexion with the Bank. One of
these was for \$3,050 in favour of
Katz and Co. on the 4th Septem-
ber, 1927, and another for \$470,
also in favour of Katz and Co.,
which was drawn on the 14th
November.The case will continue on
Thursday next at 2.15 p.m.MICHELIN
TYRES THE BEST
TELEPHONE
C. 2221 or C. 4321."ANKING" PIRACY
VICTIMSIMPRESSIVE SERVICE AT
CATHEDRALThe "courage and devotion to
duty of David Clifford Jones, Chief
Officer, Harry Thomson, Chief
Engineer, and Cheung Shun-tak,
quartermaster" who gave their
lives in defence of their ship in
the piracy of the Anking, was the
keynote to an impressive memorial
service held in their memory at
St. John's Cathedral last evening.
It was attended by His Excellency
the Officer Administering the Gov-
ernment (Hon. Mr. W. T. Southern,
C.M.G.) who was accompanied by
his A.D.C., Captain A. J. Whyte,
His Excellency the General Officer
Commanding, South China (Major-
General C. C. Luard, C.B., C.M.G.)
and his A.D.C., Commodore J. L.
Pearson (representing the Navy),
and other Naval Officers, repre-
sentatives of the owners of the
ill-fated ship (Messrs. Butterfield
and Swire), members of the Legis-
lative Council, the Acting Colonial
Secretary (Hon. Mr. E. R. Halli-
fax, C.M.G., C.B.E.), Hon. Mr. J.
Owen Hughes, Hon. Mr. E. D. C. Wolfe,
C.M.G. (Captain Superintendent of
Police), the Vice-Chancellor of the
Hongkong University (Mr. W. W.
Hornell), Mr. W. J. Stokes (re-
presenting the Marine Engineers'
Guild), Mr. T. T. Laurensen, (re-
presenting the China Coast Officers'
Guild), a number of skippers and
officers of the mercantile marine,
and many others. The congrega-
tion, which included many ladies,
filled the Cathedral to overflowing.
Bishop Duppuy and the Dean,
the Very Rev. Mr. Swann, and lay
members of the Church Body were
present amongst the congregation.
The service which in the main
was an offering up of thanks for
the courage and devotion to duty
of the mariners in whose memory
it was held, was conducted by
three clergymen, the Rev. W. H.
Hewitt, the Rev. H. V. Koop and
the Rev. G. T. Waldegrave.
Following on the hymn, "Eter-
nal Father, strong to Save" this
prayer was offered up for all sea-
farers:O Eternal Lord God, who alone
spreadest out the heavens, and
rulest the raging of the sea; Be
pleased to receive into Thy pro-
tection all those who go down to
the sea in ships, and occupy their
business in great waters. Pre-
serve them both in body and soul;
prosper their labours with good
success; in all time of danger be
their defence, and bring them to
the haven where they would be;
through Jesus Christ our Lord.
Amen.The playing of the Dead March
in Saul by the organist brought
the service to a close.The
MORRISON
PIANO.STANDS ALONE
FOR PLEASURE
PLAYING AND
EDUCATINGand will fulfil these re-
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Complete stock. Best Terms.
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of waist, curve of back.Discriminating men have
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alone—to express their own
individuality—the extra
pockets and little gadgets
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personal to YOU, not
that "massed production"
feeling that goes with the
factory-made suit.This service costs
no more if we
make your clothes.West of England flannel suits in many
useful shades of Mist and steel Greys,
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newest colours and exclusive designs from
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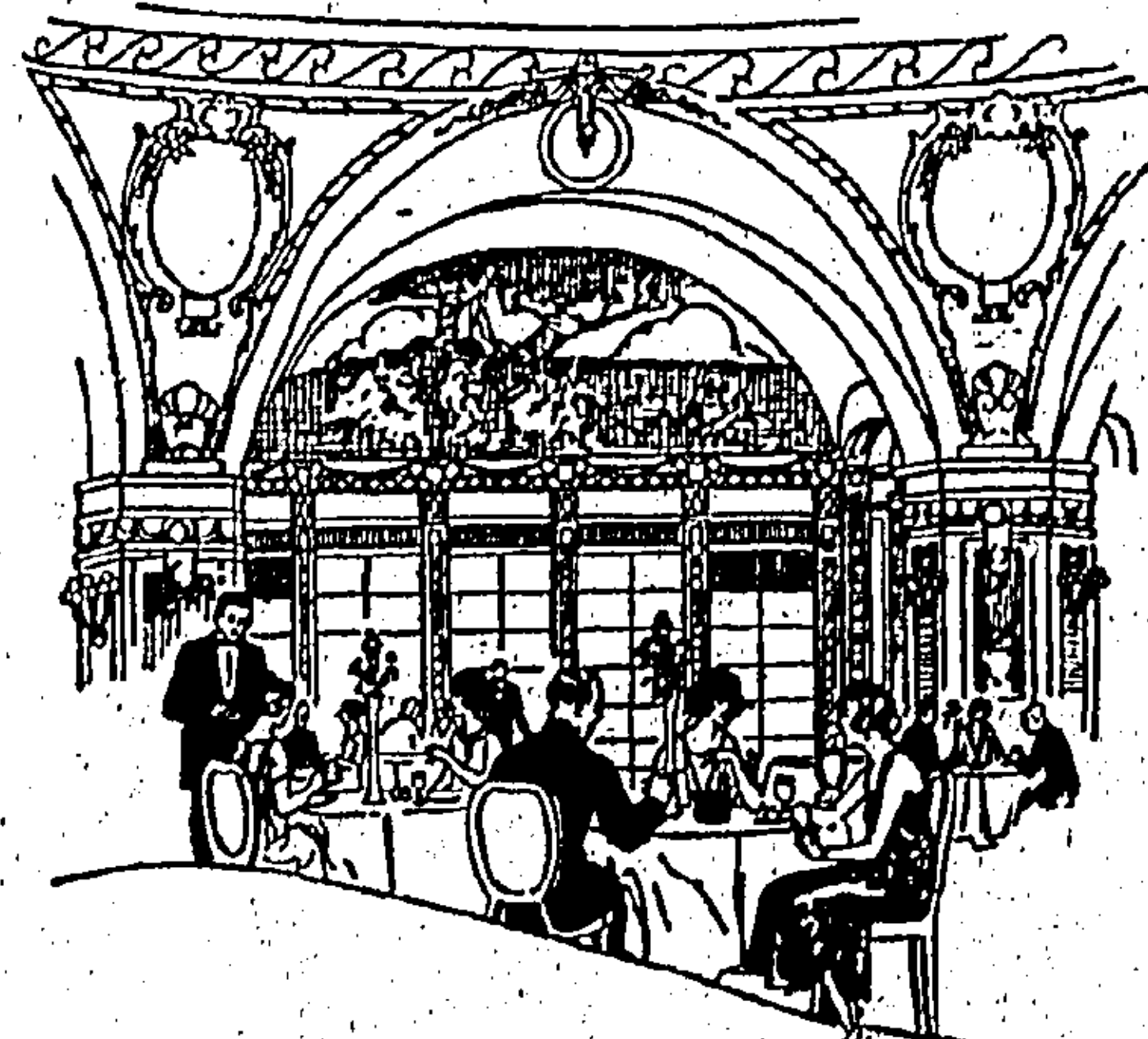
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344, 363, 371, 374, 376, 381
385, 411

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FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates, five minutes from ferry, next new Hotel, Hunkow Road, Kowloon, Tel. K.357.

WANTED.

WANTED.—At St. John's Cathedral, combined Verger-Clerk. Must be Christian and speak English and Chinese. Duties Office work five mornings per week, with attendance at daily Services; Verger's duty on Sunday. Application in writing, giving references, to The Dean, St. John's Cathedral.

FOR SALE.

FOR SALE.—Hardwood lighter "Carolina." Good condition, Capacity 500 tons. Dimensions, length 135 ft, beam 30 ft, depth 11 ft, 8 in., draft light 3 ft, 6 in. loaded 9 ft. Apply to Standard Oil Company of New York, Union Building.

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TO LET.—Bed sitting room, verandah private bathroom attached, in private boarding house. Also small single room with board \$80.00 per month, central district. Write Box No. 429, Care of "Hongkong Telegraph."

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.647.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 6009.

The Hongkong Telegraph.

Our Canton and District Representatives and Distributing Agents are

SOUTH CHINA AGENCIES
Shamoon—Canton
to whom all local enquiries should be addressed.

New Advertisements.

CUSTOMS NOTIFICATION.

Acting under instructions from the Inspector General of Customs, I have this day taken over temporary charge of the Chinese Maritime Customs for Kowloon and District from Col. F. H. Bell, Commissioner.

C. A. S. WILLIAMS.
For Commissioner of Chinese Customs, Kowloon and District.
York Building.
Hongkong, 5th October, 1928.

TUITION GIVEN.

TUITION.—For Doctors' degrees and memberships of celebrated academies of Europe by correspondence, write to Prof. Dr. M. Trifunovitch, 25, Rue de Moscou Brussels, (Belgium).

BANK HOLIDAYS.

In accordance with Ordinance No. 5, of 1912, The Exchange Banks will be closed for the transaction of public business on Monday, the 8th of October, Hongkong, 4th October, 1928.

NOTICE.

We have this day removed our offices to China Building (1st floor), Queen's Road Central.

INTERNATIONAL TRADE PROMOTION & DEBT COLLECTION AGENCY.

Hongkong, 1st October, 1928.

NOTICE.

GUARDS ASSOCIATION OF HONGKONG & SOUTH CHINA

The First Annual General Meeting of the Association will be held on Tuesday, October 9th, 1928, at 5.15 p.m. at Lane Crawford's Restaurant.

All Members and those wishing to join are asked to attend.

L. P. LANE,

Hon. Secretary.
Hongkong, October 4th, 1928.

HONGKONG TRAMWAYS LIMITED.

SEARCHLIGHT TATTOO.

Between 6.50 and 8.30 p.m. on the days of the Tattoo there will be an intensive service of cars from the Town to Sookumpoo at intervals of about 50 seconds.

At the close of each performance as many cars as possible will be parked alongside the Polo Ground in addition to a frequent service round the usual loop at Causeway Bay Terminus.

L. C. F. BELLAMY,

General Manager.
Hongkong, 3rd October, 1928.

HONGKONG CRICKET CLUB.

NOTICE.

The Annual General Meeting will be held at the Pavilion on Friday, the 12th October, 1928, at 5.30 p.m.

Notice is hereby given that on Friday, the 12th October, 1928, immediately after the holding of the General Meeting, a drawing for the redemption of thirty (30) Debentures will be held.

The numbers of the Debentures drawn will be published in the Hongkong Government Gazette and the local Newspapers, and holders of drawn Debentures may, upon giving notice to the Treasurers, waive the six months' notice to which they are entitled, apply on the 31st October, 1928, to the Treasurers, Messrs. Percy Smith, Seth & Fleming, for payment of the principal and interest to the 31st October, 1928.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hongkong, 4th October, 1928.

MRS. MOTONO

HAND & ELECTRIC MASSAGE

No. 81B, Top Floor, Wyndham St. Hongkong.

FOR MOTOR ADS:

SEE

Motor Supplement.

CHURCH NOTICES.

To-morrow the Eighteenth Sunday After Trinity.

LOCAL SERVICES.

Wesleyan Methodist Church, Queen's Road East, Sunday Services: Morning 10.15 a.m. Preacher: Mr. A. J. May. Evening 6 p.m. Preacher: Rev. J. C. Knight Anstey. Holy Communion after the Evening Service. Sunday School 3 p.m. Sailors and Soldiers Home Arsenal Street. Sunday 3 p.m. Men's Bible Class. 8.15 p.m. Service Men's Hour. Tuesday 3 p.m. Meeting of the Ladies Church Aid. Wednesday 8.15 p.m. Gospel Meeting for Service Men. A Cordial Welcome to all Services and Meetings.

St. Andrew's Church, Kowloon Sunday October 7th. 18th Sunday after Trinity. 8.15 a.m. Holy Communion. 10 a.m. Young Peoples Service. 11 a.m. Morning Prayer and Sermon, Preacher, the Vicar. Holy Communion. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon, Preacher, Rev. C. B. Shann M.A. Wednesday October 10th. 6 p.m. Shortened Evening Prayer and Address.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject "Unreality." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

HONGKONG JOCKEY CLUB.

The Sixth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 6th October, and on Monday, 8th October, 1928, commencing at 2.30 p.m. on both days. The First Bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. per day for all persons including Ladies, Soldiers and Sailors in uniform, half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis, at \$5. each per day, up to Friday, 5th October, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2. per day. Each member can obtain upon application to the Secretary, badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

MACAO RACES.

DRAFT Programmes and Entry Forms for the TENTH EXTRA RACE MEETING

to be held on
SUNDAY, 14th October, 1928.
(Weather Permitting) may be obtained from the I. R. C. Macao, Causeway Bay Stables and Rotor Advertising Co.
Entries close at Macao 2.30 p.m. WEDNESDAY, 3rd October, 1928.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

Holders of the undrawn tickets in the
MACAO CHAMPION SWEEPSTAKES
are requested to communicate with the International Race and Recreation Club of Macao, Ltd., MACAO.

Carlos de Mello Leitao,
Chairman.
Board of Directors.
Macao, 20th Sept., 1928.

MASSAGE HALL

MRS. S. UZUNOYE
Expert Masseuse
87, Queen's Road C., 2nd floor.

Lammett's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **FRIDAY,**
the 12th October, 1928,
commencing at 5 o'clock p.m.
at their Sales Room, Duddell Street

A Valuable Collection of Postage Stamps

including—
Rare and Old China, French Colonies in China, Old Shanghai, Hongkong, Borneo, etc.,

On View from Wednesday, the 10th October, 1928.

Catalogues will be issued.

Terms—Cash on Delivery.

LAMMETT BROS.,
Auctioneers.

CONSIGNEES' NOTICES.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)
From EUROPE and STRAITS.
The Steamship,

TOYOOKA MARU,
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 10th October, 1928, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 3rd October, 1928.

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"CHILDREN OF DIVORCE"
A Paramount Picture

THE captivating little star of "IT" again demonstrates her versatility in this powerful story of the evils of divorce!
A picture with many tense and dramatic situations ending in a thrilling climax!

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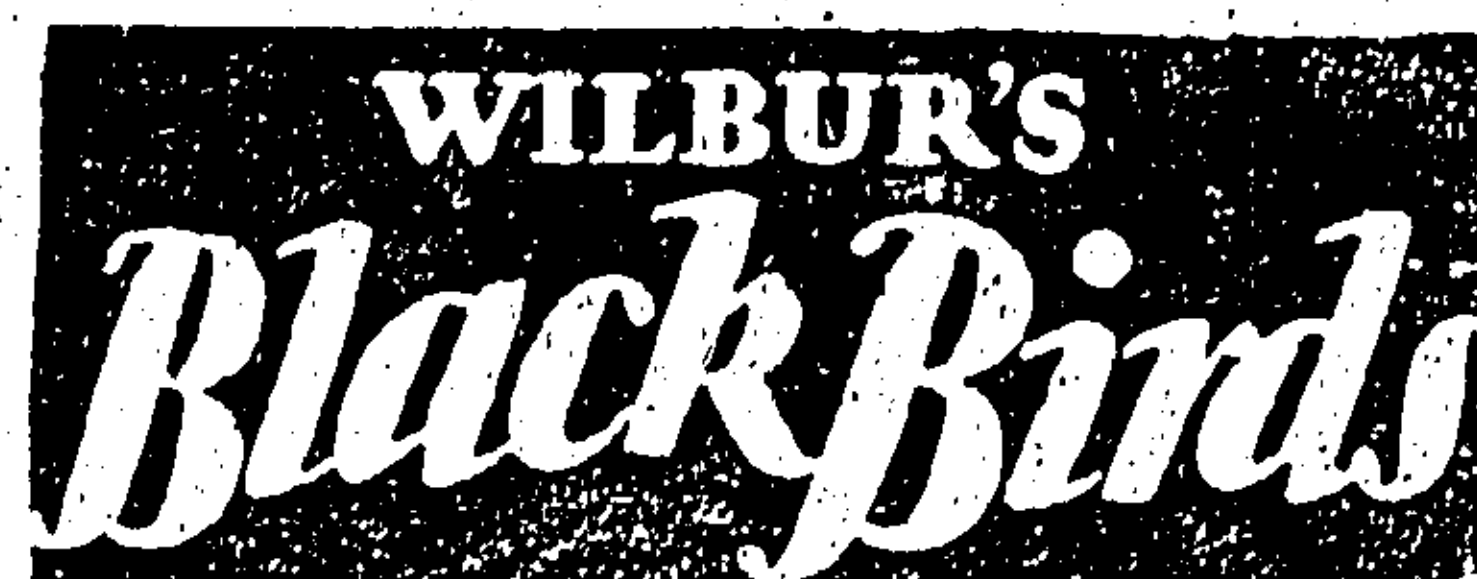
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Commencing

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AT 9.15 p.m.

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A REAL SNAPPY FUN SHOW—THE FIRST OF ITS KIND EVER TO VISIT THE EAST!

Booking Open at Mourles & Theatre
Prices of Admission \$3, \$2 & \$1.

POST OFFICE NOTICE

GENERAL HOLIDAY.

On Monday, the 8th inst. the G.P.O. will be open from 8 a.m. to noon, the Kowloon Branch Post Office from 8 a.m. to 11 a.m. and the Branch Post Office at Wanchai, Sheungwan, Saiyungpui, Yau-mat and Shumshui-po from 8 a.m. to 9 a.m. only.

There will be one collection from the pillar-boxes, and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence at 9 a.m.

The Monday Order Office will be entirely closed.

The special rate of postage on newspapers published in Hongkong and addressed to British Possessions, China & Macao is 2 cents per 4 o's, and not 2 cents per newspaper.

Newspapers bearing insufficient postage are not forwarded and if they do not bear the senders' names and addresses they are disposed of in accordance with the postal Regulations.

INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan and Shanghai	Pres. Hayes	October 7.
Europe via Negapatam (Letters only)	Bonarus	October 7.
London (6th Sept.)	Burns Maru	October 8.
Europe via Negapatam (papers only) London, 6th September	Namsang	October 8.
U.S.A., Honolulu, Japan and Shanghai	Pres. Madison	October 8.
Manila	Pres. Cleveland	October 8.
Australia and Manila	Changto	October 9.
Japan and Shanghai	D'Artagnan	October 9.
Salgon	General Metzinger	October 9.
Amoy and Swatow	Cromer	October 10.
U.S.A., Canada, Japan and Shanghai	Pres. Pierce	October 12.
Japan and Shanghai	Mora	October 12.
Australia and Manila	Arafura	October 12.
U.S.A., Canada, Japan and Shanghai	Empress of Russia	October 15.

OUTWARD MAILS.

For	Date and Time
Straits	Fookang Sat., Oct. 6, 1.30 p.m.
Weihaiwei	Kueichow Sat., Oct. 6, 2.30 p.m.
Swatow	Haidi Sat., Oct. 6, 3.30 p.m.
Holhow	Kwelyang Sat., Oct. 6, 5 p.m.
Manila	Pres. Hayes Sat., Oct. 6, 5 p.m.
Tourane	Dorry Sat., Oct. 6, 5 p.m.
Shanghai and Europe via Siberia	Sunning Sat., Oct. 6, 6 p.m.
Swatow, Amoy and Fookang	Hosan Maru Sun., Oct. 7, 9 a.m.
Bangkok via Swatow	Kalman Sun., Oct. 7, 9 a.m.
Sann Shui and Wuchow	Tai Ming Sun., Oct. 7, 11 a.m.
Amoy	Tjimanokk Mon., Oct. 8, 9 a.m.

Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia

President Cleveland Mon., Oct. 8.

Parcels Registration 11.15 a.m.

Letters (Duo San Francisco 31st Oct.) noon

Holhow and Bangkok Kingyuan Mon., Oct. 8, noon

Manila, Australia (except Thursday Island and Port Darwin) and New Zealand via Brisbane

Burma Maru Tues., Oct. 9.

Registration 1.45 a.m.

Letters (Duo Brisbane 20th October)

Shanghai and Japan and Europe via Siberia

General Metzinger Tues., Oct. 9, 12.30 p.m.

Swatow, Amoy and Fookang

Haiyang Tues., Oct. 9, 1 p.m.

Salgon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

D'Artagnan Tues., Oct. 9,

Registration 1 p.m.

Letters 1 p.m.

Registration 1.45 p.m.

Letters (Duo Marseilles 9th November)

*Correspondence bearing vessel's name only.

DAIRY FARM NEWS

Orders are now being booked

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60 cents per lb.

Nothing finer ever sold in the Colony.

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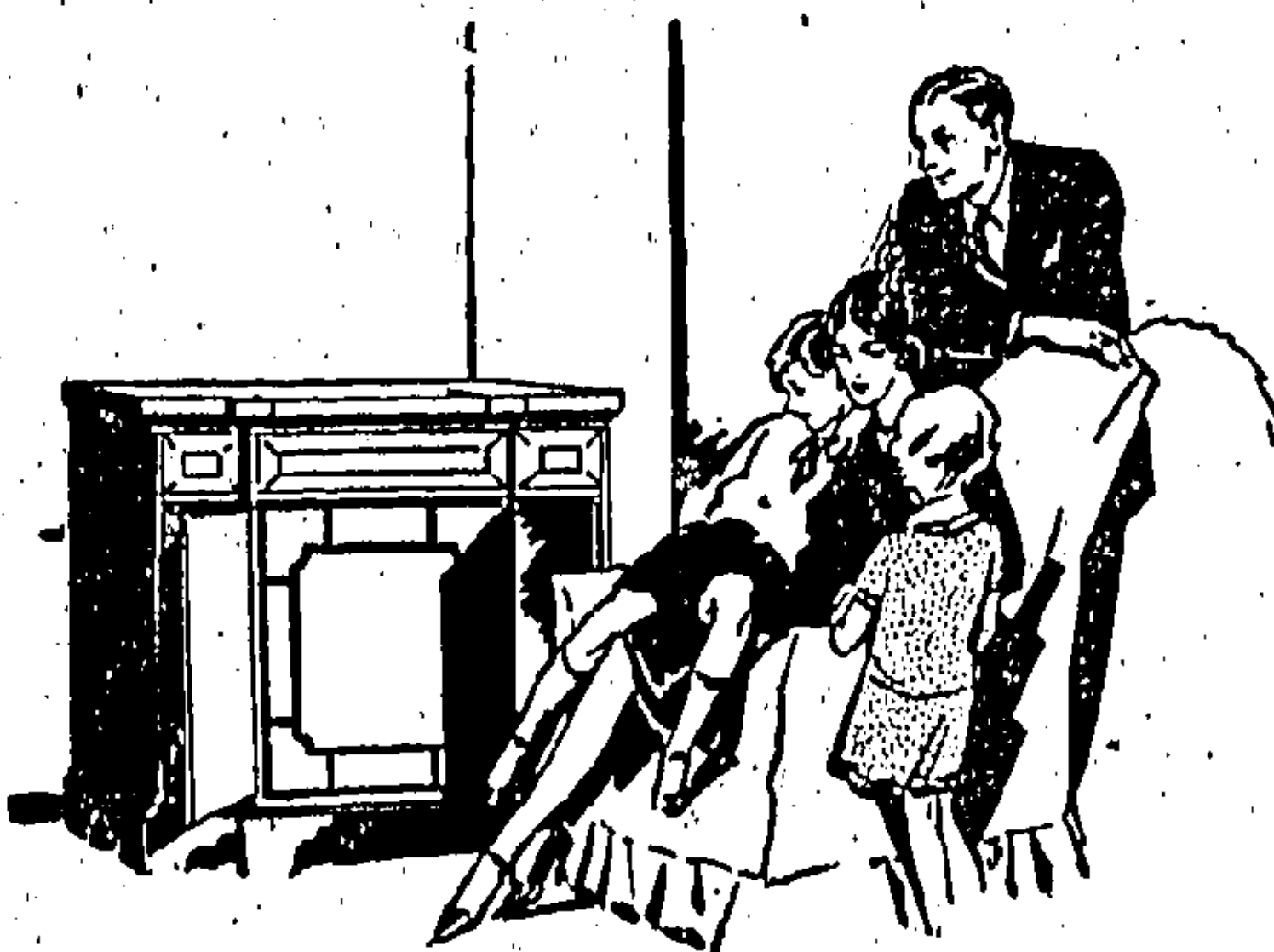
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Yet with one of our Orthophonic Victrolas, you can select your own programs. You hear the world's finest music—just as it is heard at the foremost concert-halls.

Our record expert will advise you in the selection of a suitable list of Victor Records. In this way, the whole family can develop their appreciation of great music—right at home.

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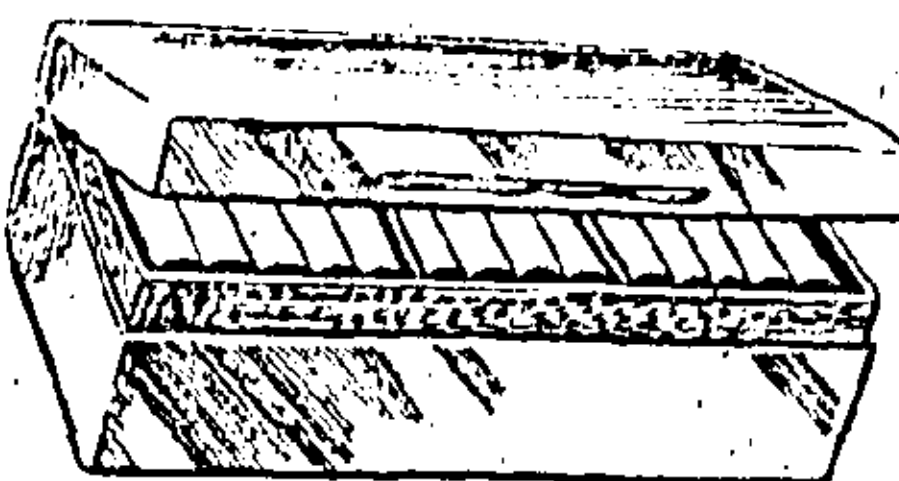
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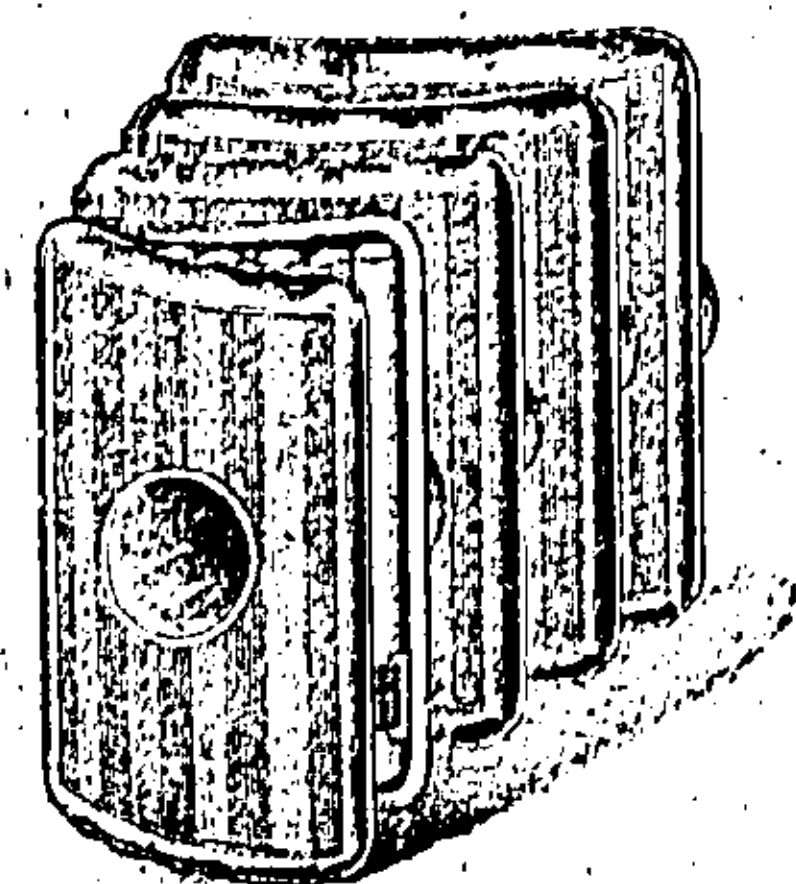
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NO PERIODIC REFILLING

CONTENTS NEVER DETERIORATE
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RELIABLE, EFFICIENT, EFFECTIVE
Types for Motor Cars, & Etc.

KELLER KERN & Co., Ltd.
16/18, CONNAUGHT ROAD, C.

The
Hongkong Telegraph.

SATURDAY, OCTOBER 6, 1928.

MORE BUDGET POINTS.

On one or two of the points raised by the Unofficial members of the Legislative Council during the Budget debate on Thursday, the reply of the Hon. Colonial Secretary was far from satisfactory. To take the matter of the proposed motor road to Mountain Lodge first, it will have been noted that Mr. Hallifax centred his observations on the criticisms made concerning the design of the thoroughfare. Whilst, however, it is true that Sir Shouson Chow dealt with the matter chiefly from this standpoint, it was obvious that the Unofficials objected to the scheme also because there are far more urgent works on which public money can be spent. The Government method of securing tacit consent to the proposal by promising that full details shall be supplied members and by undertaking not to incur any expenditure thereon without their approval, looks rather like a clever playing of the cards, but it is pertinent to remark that no answer was made to the argument that the road is quite unnecessary and can only be described as a luxury to be enjoyed by a fortunate few. The attitude of the Government on the question of proceeding with the mid-levels motor road, which Unofficials put forward as a far more necessary piece of work, is equally unsatisfactory. We are told that this matter is to receive "special investigation" and that the views of the Unofficials will be carefully considered. Inasmuch, however, as the Director of Public Works in May of this year definitely promised that provision for this scheme should be made in the 1929 Estimates, we cannot see that any further investigations are necessary. Incidentally, nothing was forthcoming to explain why the D.P.W. made this promise and why the Government failed to keep it. Another matter which is to be "investigated" is the refuse destructor question. Here, again, we should have thought that the Government might well be able to make up its mind without further consideration, so long as the matter has been talked about.

Omitting the water supply issue, the most important subject dealt with during the debate was that of the steady rise in the cost of government as reflected more particularly in the heading "Personal

Emoluments." Mr. Hallifax made some sound points when he spoke of the difficulty of keeping down expenditure when, in times like the present, the responsibilities of governing the Colony tend to grow rather than otherwise. None of us wants to see the efficiency of our public services impaired, but, whilst we are all willing that the establishment shall be kept at a strength commensurate with the work that has to be done, there is a distinct danger of too much money being swallowed up in the process unless a strict watch is kept on expenditure. There is certainly some cause for enquiry when it is found that emoluments show an increase of nearly half a million dollars in a year, without taking account of the \$350,000 to be spent under the exchange compensation scheme. Part of this is admittedly due to the increased number of posts, but by far the larger portion is accounted for by increases in salary. It is for that reason that we think there should have been greater hesitancy shown by the Unofficials before approving of the exchange compensation scheme. Money values may have increased and the standard of living gone up, but these factors affect the dollar-paid man just as much as the sterling-paid officer, if not more; yet the latter alone gets the increase in pay. This question of the proportionate benefits which various branches of the service have received by the advances made in recent years is one which we hope the Salaries Commission will investigate with the utmost thoroughness.

A Letter on Piracy.

Our recent comment on Singapore piracy prevention measures forms the subject of a letter received yesterday, which we regret we were unable to publish since our correspondent failed to comply with the necessary rule requiring the name and address of the sender. The writer, in many respects, is suffering under a misapprehension, but he touches upon several interesting points, with which we should like to deal. In advocating vigorous searches, we were careful to stress that this should be done before Chinese deck passengers are allowed to board, and, in this connection, we might have added that we favour isolation of their baggage during the voyage, access to be granted under the supervision of an officer. The burden of our contributor's criticisms, if they may so be called, is however concerned with our recommendation that the bridge on coastal vessels should be converted into a citadel. He argues that in the event of a pirate attack, the officers and guards would be confined to their citadel, while the pirates carried out their deadly work in other parts of the ship. He suggests that the steering gear would be dislocated, the emergency gear aft coupled up, and the steamer navigated to Bias Bay or similar haunts regardless of the bridge. This is an interesting speculation, but we cannot regard it seriously. The gangs operating on the China Coast may have a slight knowledge of navigation, but no specific instance can be quoted which justifies the belief that any pirate has sufficient skill to carry through such an operation successfully, even under the most favourable circumstances. It would also be necessary for the pirates to gain control of the engine-room, which, in our comment, we took for granted would be efficiently guarded as usual. Nor would we suggest that any grilles on board China vessels could or should be eliminated; the greater the precaution the better. Our purpose was to emphasise that the bridge must always be the primary objective, and should therefore be protected before all else. If ship-owners are to go to the cost of employing armed guards, they will form their own judgment regarding the number required. In spite of our correspondent's contrary views, we still think four or five would be ample, always provided, of course, that other conditions have been satisfactorily met.

Messrs. A. S. Watson and Co., Ltd., advertise that on Monday, October 8, all their departments will be closed. The Hongkong Dispensary, Dispensing Department, will be open from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m. for dispensing prescriptions.

An Interim Dividend at the rate of one per cent. on the issued ordinary shares of the capital of the British-American (China) Tobacco Securities Co., Ltd., has been declared payable on October 18.

DAY BY DAY.

EVERY DUTY, EVEN THE LEAST DUTY, INVOLVES THE WHOLE PRINCIPLE OF OBEDIENCE.—Bishop Manning.

The annual licensing sessions are to be held on November 7th.

It is notified that the name of the Tinsuon Company, Limited, has been struck off the Register.

It is ordered that a valuation of the tenements in the Colony for the year commencing 1st July, 1929, shall be made before the 30th April, 1929.

The Rev. J. C. Knight Anstey has been appointed one of the German Missions Trustees, in succession to the Rev. J. Kirk Macdonald, resigned.

His Excellency the Officer Administering the Government has appointed Sergeant Ronald Dudley Read, to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

About Hong Kong.

Do you know that—

Much trouble was caused by the blackballing of candidates for membership of the Hongkong Club in 1860?

We learn that many persons who, from their social or official position, had claims to admission, were blackballed "with distressing frequency."

In April of the year named, the Club made a rule requiring cash payments in the case of naval officers. As a consequence, naval officers on the Station assembled in full force on April 18th and demanded the names of those whose bills had remained unpaid. When the Committee refused to give the names, the officers withdrew in a body from the Club, and military officers also threatened to do likewise. The dispute was, however, amicably settled in December.

In the following year, Volunteers returning from patrol duty were made to fall out in front of the Club, and some members invited friends amongst the Volunteers to join them in refreshments. This was a breach of the rules, and when the intruders were ordered out of the building, much animosity ensued, "which for a long time lacerated social life within and without the Club."

The body of an unknown Chinese man was yesterday found by the police on the hillside in Wanchai near Stubbs Road. The body, which was hanging from a tree, was subsequently removed to the mortuary.

It is notified for general information that the Yugoslav Government has acknowledged the accession of the Colony of Hongkong to the Anglo-Yugoslav Treaty of Commerce and Navigation concluded in May, 1927. From the 16th May, the stipulations of this Treaty will accordingly apply to the Colony.

The Hongkong Prison Rules have been amended by the rescission of Rule 331 and the substitution thereof of the following rule:—"The commission of marks and grant of remission shall extend to prisoners who, having been granted licences under the Prevention of Crimes Ordinance, 1887, and having forfeited such licences, are serving the remnants of former sentences."

The following forthcoming weddings are announced:—Mr. D. H. Blake, solicitor, of Messrs. Wilkinson and Grist, to Miss E. G. Williams, nursing sister at the Government Civil Hospital; Mr. H. G. Lemm, of the Hongkong Telephone Company, Limited, No. 6, Landale Street, Wanchai, to Miss S. M. Baptista, No. 801 Canton Road, Yaumati.

BANK RETURNS.

NOTES AND SPECIE FOR SEPTEMBER.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ending 30th September, 1928, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	14,776,836	5,000,000
H.K. & Shanghai Bank	45,900,728	24,000,000
Mercantile Bank	1,876,277	600,000
Total	62,553,841	30,600,000

* In addition to the above, the Chartered Bank has deposited with the Crown Agents valued at £1,278,200.

† In addition to the above, the H.K. & Shanghai Bank has deposited with the Crown Agents and the Government valued at £1,992,202.

‡ In addition to the above, the Mercantile Bank has deposited with the Crown Agents valued at £180,000.

KWANGSI RE-VISITED.

Reflections in a Chinese City.

Our street is a little world of its own. All the people are poor and it demands constant vigilance to keep the wolf from the door.

There is the tall thin man who hasn't even time to shave. His hands are full, day and night, with a family of lively, healthy youngsters. He has to be both father and mother. He does it cheerfully. Last year his wife lost a baby. She came to the sorrowful conclusion, therefore, that life wasn't worth the living. She just lay down and died because she would make no effort to live—leaving the husband to do the best he could. He has no money to marry again.

Across the street, in one of the shacks, is a tall handsome girl. She not only has her own baby to care for, but young brothers and sisters. I know her by sight because she came once to the house to ask if we had seen one of the young brothers—he's a dear little fellow, with a pathetic face, always asking absurd questions—he had a fright as a baby and his mind is out of gear. I passed the lady's shack one morning, and the pretty way in which she lifted one of the kiddies off the ground, and gave her a kiss, reminded me of any English elder sister.

The same evening I met her with a pole across her shoulders carrying two empty buckets like a queen. Our new rich at Home would have envied her dignified self-possession, and that ever so slight inclination of her head which just acknowledged me and no more.

An old woman was sitting on a doorstep striking a basket with a bamboo stick. On the basket was a child's garment. She was crooning a song which sounded horribly pathetic. The little boy was seriously ill and she was driving the devil out of his coat. I felt sure I must be mistaken, but it seemed as if she gave me a cynical leer as I passed, and went on with her crooning. No, it was no mistake: I passed her in quite another part of the town, and she was doing the same thing, and there was no mistaking the heartlessness of it—she was just a professional!

The people of our town not only hold that chickens can be spirited, possessed, but *banana trees* also. The amount of terror and misery which these fears produce are beyond our imagination.

Sticks making a certain pattern, and placed as a curse on a threshold, can turn the inmates, for the time being, into panic-stricken imbeciles.

Small fortunes have been spent on chanting priests, professional witches and mediums. Whole families are impoverished, now, who were once well-to-do.

I left Lungchow for Nanning on September 8th.

The boat was said to start at 4 p.m. the day before; but my boy was privately informed that 8 next morning was the real time. We didn't actually push off till 10. The heat was indescribable: the river banks are high and the water for this time of year is low.

My boy gives the casual observer the pleasant impression of sleepless vigilance, and the impossibility of finding even one fly on him. He speaks so earnestly and looks so impressive.

There are two forward bunks on the covered-in deck. The price is cheap, and they catch any breeze that's going. I told my boy to secure one for me. He gazed at me solemnly, as much as to say "You leave it to me!" I did only to find that when his lagard steps did take him to the boat office, the only accommodation left was a box cabin. This we shared.

He forgot to bring any boiled water; and the soda water, tinned fruit, and tinned soups he packed in an inaccessible place. Most of the one night on board was only tolerable sitting in my camp chair at the bows.

All passengers' baggage (including mine) was given a most thorough search for arms.

At Nanning, which we reached the following evening, the native Customs gave another examination, but no duty was charged on anything I had.

When I found my way along the road in the dark to our Nanning compound, a tall sentry, armed, was guarding the entrance. I knocked on the door.

"They won't hear that," he quietly remarked, "you'll find a bell there. You had better ring."

I rang. The door opened. It was good to be home again! There was lots to talk about and it was midnight before I got to bed.

There used to be five Missions in Nanning, not counting the French Roman Catholics and the

American Seventh Day Adventists. Of the five only two have survived the cataclysm of 1925-27.

After hearing the popular ideas of Denominational rivalry, in the Mission Field, it was amusing to hear the Chinese in these two Missions praying earnestly that the three missing Churches be resuscitated and once more be able to hang out their sign boards! "Church Union," as we understand it, does not appeal to the native mind. Division is strength! When all the names of these different congregations can be impressively repeated by them to enquirers it proves how powerful a witness the church is in its many manifestations!

There is no need to deplore the multiplication of Western divisions in Eastern Christianity—the Chinese think no more seriously of Denominations than the soldier thinks of Regiments in the Army. The Chinese simply ignore our barriers. These two surviving Missions work hand in glove and have pooled their evangelistic resources and meet in one hall on these occasions.

Nanning is now a seething mass of humanity—more than twice the population of twenty years ago.

The city wall is gradually being demolished. The South Gate has already gone.

As I passed these a rickshaman thinking I was an ordinary traveller, without any knowledge of the language, called out facetiously:

"Come along, Taipan! Have a ride!"

Nanning rickshaws having reached their last stage and just holding together, I shook my head significantly. Whereat he shrieked with laughter!

With the increase of citizens the struggle for existence has become keener. The artificial side of the National Spirit has calmed down. Every second young man seemed then to be a military cadet, in a brand new uniform, hurrying with a purpose. Instead, a go-ahead commercial urge is now dominant. Inflammatory anti-foreign posters are making way for business advertisements. Man cannot live on Propaganda for long. The streets have quite a Metropolitan bustle and the shops are crammed with imported goods.

The whole of "Main Street" has been pulled down; and when rebuilt will be an impressive motor thoroughfare. There is no central artist to design the new stores, as in Regent Street, and it seems to me there is too much stucco and bilious green paint on them.

The city is embellished with Twelve Commandments, including such worthy exhortations as not to bind women's feet and to plant more trees.

I was looking at one of these boards when a dear old gentleman, of whom I haven't the slightest recollection, came up and squeezed my hand, exclaiming:—"It does me good to see you back, Sir! I saw your name in the paper."

That anti-foreign wave never really went deep. The Chinese are waking up from a bad dream and wondering what it was all about.

One young man certainly did ask me if "England had made a new Treaty?" I replied that I did not know as newspapers had not reached me for a long time; and I changed the subject. When a sick man worries his medical attendant about some unsightly pimples on his face instead of removing the causes of them by taking the internal remedies prescribed, the physician does no good in arguing with him. I think it is a pity therefore to discuss politics with one's Chinese friends. There's no logic to work upon in these arguments.

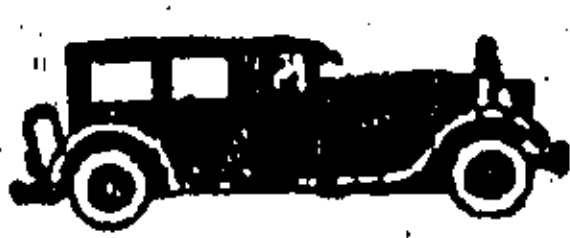
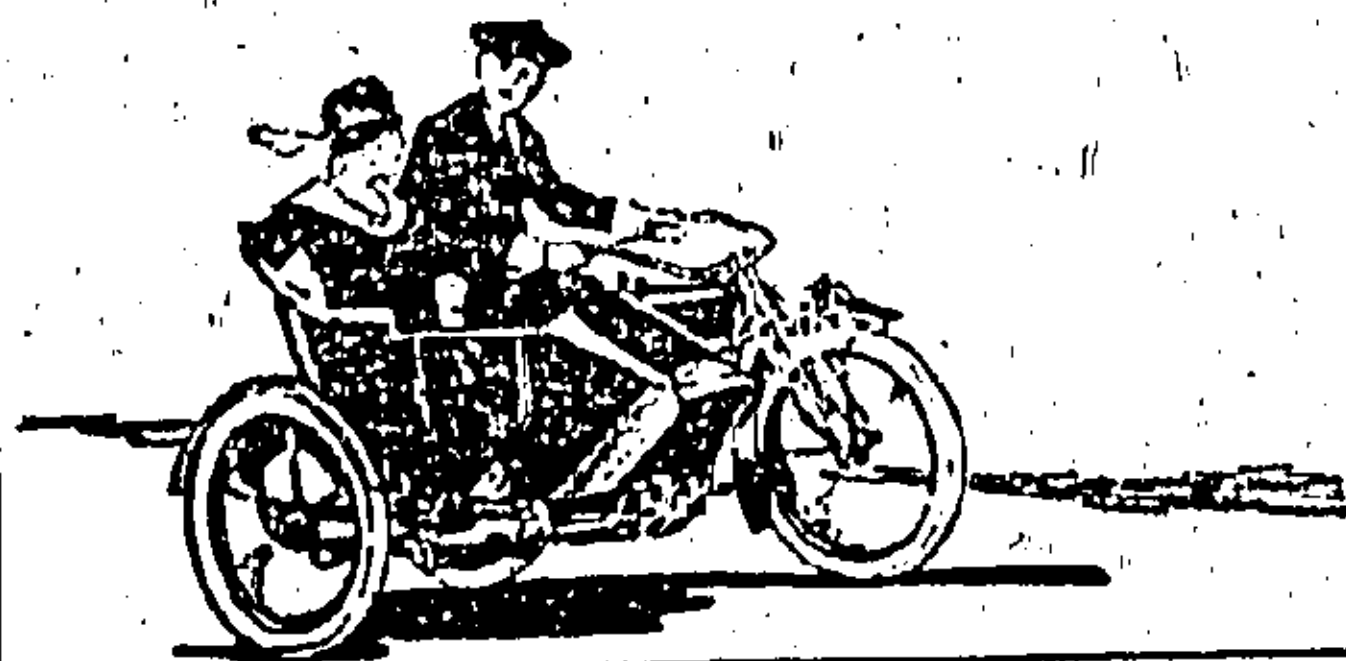
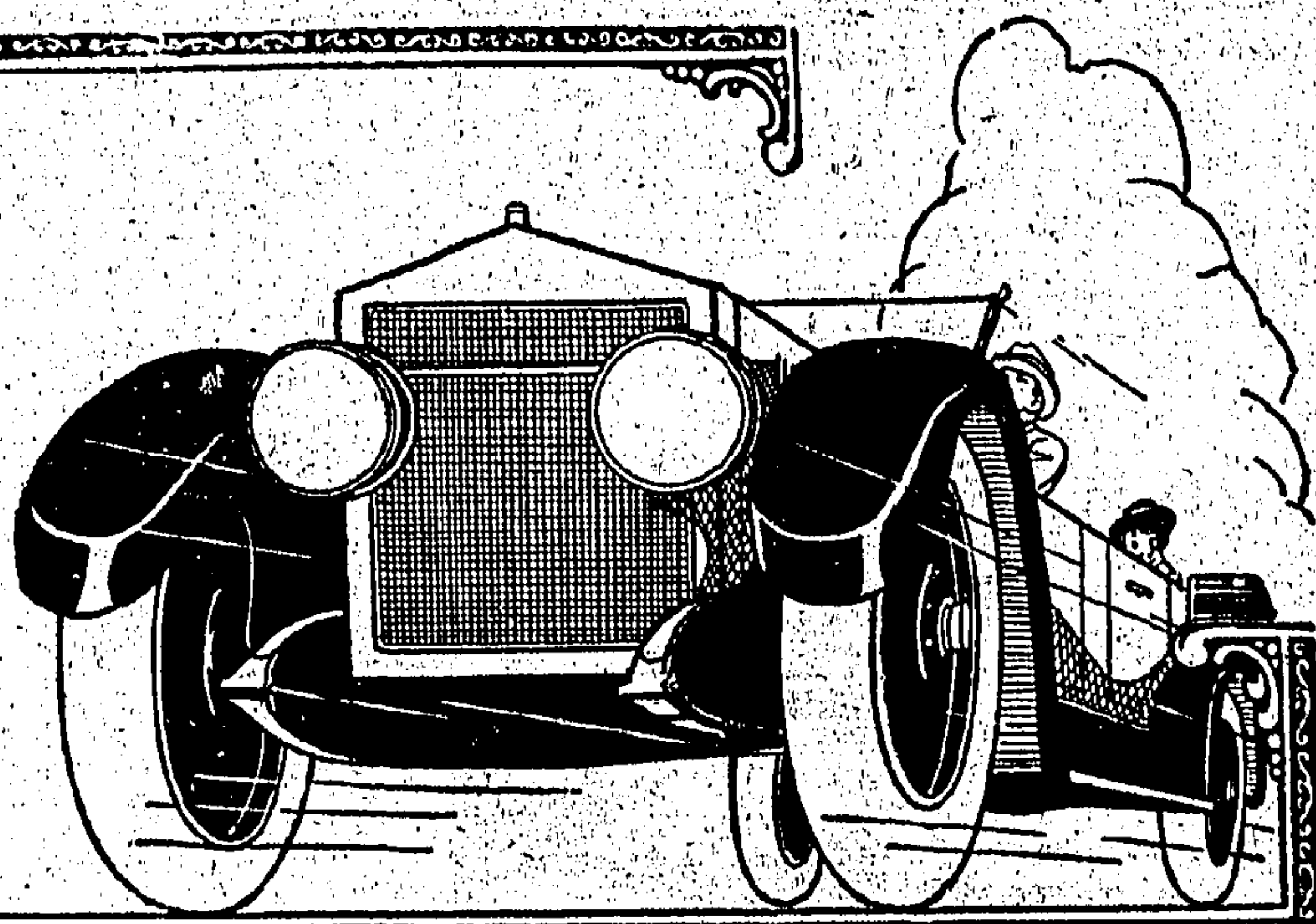
The flag of Sun Yat-sen is waving over the Customs House. That makes the third flag I have seen flown from that identical flagstaff; and one wonders what the next stage will be? There is a Chinese Commissioner of Customs now and a Chinese Postal Commissioner.

Again and again, in Chinese history, Kwangsi, remote from the centre as it is, has been the deciding factor in national crises. The Tai Ping Rebellion, for instance, arose near Nanning. In the 1911 Revolution, Peking waited to see which side of the fence this Province would elect to fall upon. And I remember well a leader in the *Times*, five years later, remarking that it was Kwangsi's defection which sealed the fate of Yuan Shih-kai. Now it is the Kwangsi military leaders who dominate Nanking and other political centres.

(Continued on Page 6.)

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 6th OCTOBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Stupid Obstruction.

Driving round the Island the other evening, an example of stupidity was encountered between Repulse Bay and Stanley. At a certain place where a white line has been laid down, presumably for a definite purpose, either a steam or motor road roller had been covered over and left for the night. Such a dangerous obstruction could easily have been avoided by the exercise of a little intelligence, for even if a suitable spot could not have been found off the thoroughfare, it would have been no trouble to leave the roller on a straight portion of the road, where, with warning lights, no danger could have existed. We think that whoever is in charge of such work might at least give the necessary instructions relating to parking.

White Lines Wanted.

Whilst mentioning white lines, it is opportune to mention that Morrison Gap Road in the vicinity of the Monument would be made safer for a few. Several collisions have been reported lately, and it appears that neither the up-going nor the descending motorist is aware of each other's intention. The driver coming from an Easterly direction along Morrison Hill Road and turning up the Morrison Gap Road is not always clear as to what the down-going traffic intends to do. It may turn right or left. This vague aspect might be remedied somewhat by the provision of white lines.

Pilfering.

After several months of freedom from the annoying practice of pilfering from parked motor vehicles, we have been informed of a recent instance of a local motorist losing several articles from his car which was left on the Chater Road stand. One or two captures were effected some time ago, and the punishment meted out appeared to have had the desired effect. It is to be hoped that this petty thieving is not going to commence again, and we trust that the Police will keep a special look out.

Bamboo Bridges.

The motor procession at the Tatoo demonstrated the strength of an ordinary bamboo bridge which had been erected in a very short space of time. This bridge was thrown across the nullah from the road leading from the Indian Recreation Ground to the new Tung Wah Hospital that is in course of erection, and a number of lorries were able to enter the Sookunpoo Valley thereby. A valuable illustration was thus given of how to provide an efficient and most economical emergency bridge in a remarkably short space of time.

Counsel's Opinion.

"The laws relating to being drunk in charge of a motorcar are in an appalling state. Doctors say that there is no such word in the medical dictionary. This is most unsatisfactory, and people all over the country are complaining about it," said Mr. Elliot Barker recently at Kingston Police Court when, on behalf of the police, he asked permission to withdraw an accusation against a motorist for being drunk in charge of a car.

Why Not Here?

During the last year or two, many schools in England have made a special point of emphasising road dangers to children, impressing upon the younger generation the urgent need for caution when crossing streets. Traffic laws are explained, and as far as possible, signals are demonstrated. Many States in the U.S.A. have adopted similar campaigns in order to protect future pedestrians

from automobiles, and in many schools, teachers are required to discuss a digest of traffic laws once a month. Such instruction is usually given at the express request of the traffic authorities, and we think that such a request should be made locally. Many accidents happen in this Colony where children are involved, and several have had a fatal result. It is unquestionably the duty of those who are responsible for public safety to take steps to teach children the need to exercise caution.

Kowloon Taxis.

We have been given an opportunity to inspect one of Kowloon's new taxi-cabs, and a most favourable impression was gained. The type chosen is the 14 h.p. Hillman vehicle, which develops ample power. The body work is well finished, and the seating arrangement most comfortable. The meter is illuminated by night, another useful feature. Messrs. Lane, Crawford, Ltd. are the local agents for Hillman cars.

Annual Dinner Dance.

The annual dinner dance of the Hongkong Automobile Association will be held on Friday, December 14th, at the Roof Garden of the Hongkong Hotel, and members are requested to make a special note of this date. This function has become an important local event, and this year will doubtless find that last year's record for attendance will be eclipsed. A special feature of the affair this year will be the distribution of the prizes awarded for the Motor Car Parade at the Tatoo.

"Go and Stop."

The term "Stop and Go" used in relation to the sign at the foot of Garden Road will have to be reversed, unless it can be rendered a little less liable to breakdown, as would at present appear to be the case. We have had our attention drawn to the misleading effect brought about when the mechanical arrangement is out of order, and the sign shows either a permanent "stop" or "go." In the former case, nothing more than a little annoyance is caused, or possibly humour, when a motorist discovers that he has taken an unnecessary long rest. The trouble arises when the sign indicates that the driver may "pass, whereas" in reality, the constable is signalling him to stop. The sign is naturally watched, and when out of order, it should be possible to at least cover up the signals.

World Car Show.

A world car show in New York City is a prospect for the year 1929. A formal offer of space for exhibiting purposes has been made to European manufacturers for next year's show at the Grand Central Palace through the Permanent Bureau of International Automobile Constructors in Paris, by the National Automobile Chamber of Commerce. In the event that foreign manufacturers accept the invitation it is proposed to set aside a total of 11,000 square feet of floor space to accommodate the imported exhibits.

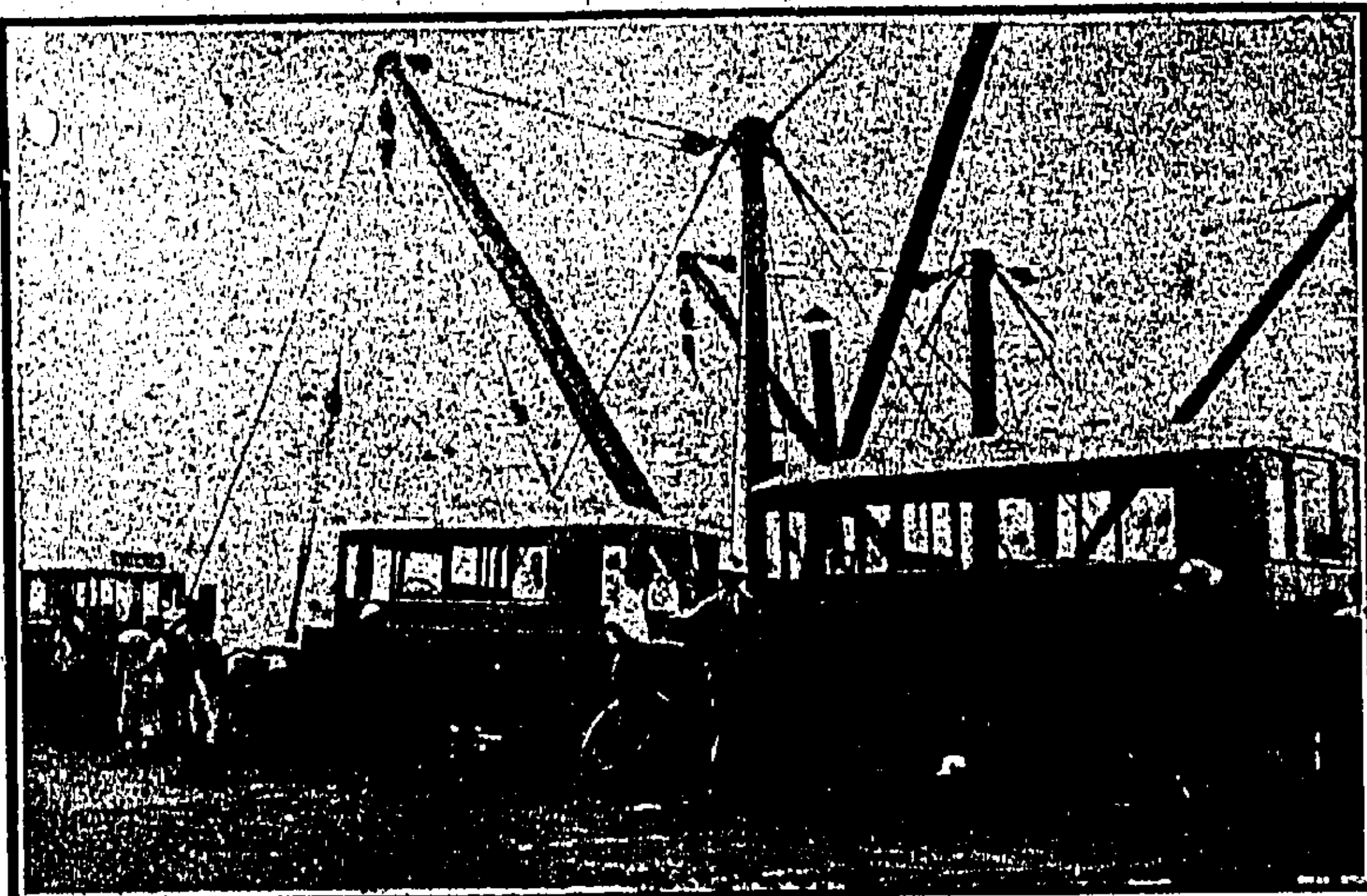
F. O. R. DETROIT.

Nearly 75 per cent. of all the American-made automobiles are made in or within 70 miles of the city of Detroit.

PROOF POSITIVE?

A man who claims to understand has a chance to prove it by explaining what a woman driver means when she waves an arm out of the car.

HONGKONG'S NEW MOTOR BUSES ARRIVE.



The above photograph, taken on the Praya opposite the Hongkong Club, shows some of the new Vulcan Buses being assembled on arrival. These vehicles are to be placed on the Blake Pier—Universally—Felix Villas run by the Hongkong Hotel Garage. (Photo Mac Cheung).

SIX DAYS' TEST.

Studebaker Victory.

Two new, strictly stock model Studebaker Commander Roadsters won the highest awards for cars in their class in the VII ADAC Reichs- und Alpenfahrt, a six-day speed and endurance contest recently held over a 2939km mountain course in Germany, Italy and Switzerland by the Allgemeiner Deutscher Automobil Club. The Studebakers were the only entries in their class to complete the test without penalties. Georg Altdorf, Hamburg, and Herbert Hoffman, Munich, who drove the Commanders, each received the ADAC silver cup, gold medal and badge for excellent performance without penalty.

The Alpenfahrt began on June 18, and was not concluded until six days later. The route covered was one of the most trying in Europe, since most of it was over the Bavarian, Tyrolean and Italian Alps and thence over the Swiss Alps to Southern Germany. On June 18, the contesting cars were checked out of Wernigerode, in the Harz, and each day thereafter covered a prescribed distance, totalling 2939 km, until their finish was recorded at Heidelberg, Baden, Germany. The minimum average speed of 50 km per hour, while not excessive for runs on the level, proved formidable for mountain routes, with the distance to be travelled each day ranging from 435 to 617 km.

Failure to comply with regulations governing the trial resulted in penalization. Failure to start one minute after the specified time, repair work necessary at checking the parking points, and failure to arrive at checking points on time all were subject to penal points. Daily tasks designed to bring out the ease of handling, roadability and hill climbing prowess of the cars were prescribed. At night the cars were parked under guard and drivers were not allowed access to their cars in the morning until one minute before their official starting time.

The Commanders were strictly stock models and alike in every respect to the models that recently travelled 25,000 miles in less than 23,000 minutes at the Atlantic City Speedway and captured 4th speed, endurance and distance records in Australia.

TWO CARS TO FAMILY.

California claims distinction of leading all other states in ownership of automobiles, with approximately two cars to each family. Yet the average increase in car ownership for California, last year, was slightly less than that for the entire country.

AND VICE VERSA.

A new tail-plate seen in Sydney offers this suggestion to the driver behind: "If you can't drive—park it."

So far as that ventures, it's good advice. But the message is not complete; if it mentioned a place and, street, The plate would be helpful and rather nice.

You may toss up a penny or shake the dice To decide which is virtue and which is vice— And which the more hazardous feat.

A road-hog at large is a thing of dread, But when he pulls to the kerb, If there's space large enough for a herb

In he butts, like a ho-goat with down-bent head;

Of the paint chips that scatter, nought need be said, That is left to the owners who, seeing red, Utter speeches which need not a verb.

You will find figures scraped off your number plate; While the members of mud-guards thrive, And the paint-shoe claims three pounds five

From the innocent owner—a parking rate Which impels him to snarl in a burst of hate: "If you cannot park it—then drive."

Sydney Sun.

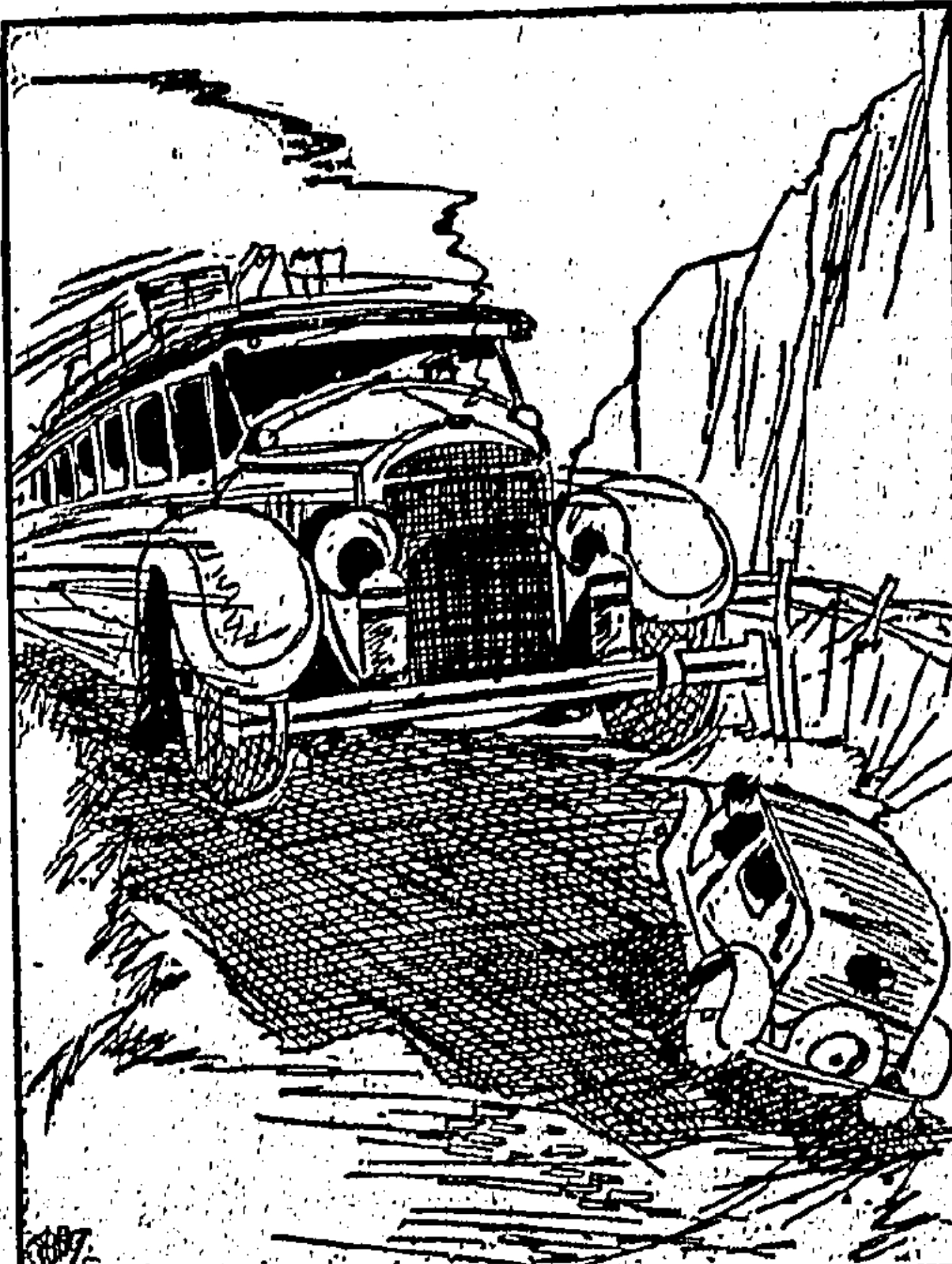
JAYWALKERS GET IT.

Seventeen out of every 50 pedestrians struck by motor cars, in a selected group of cities where surveys were made, were hit while jaywalking.

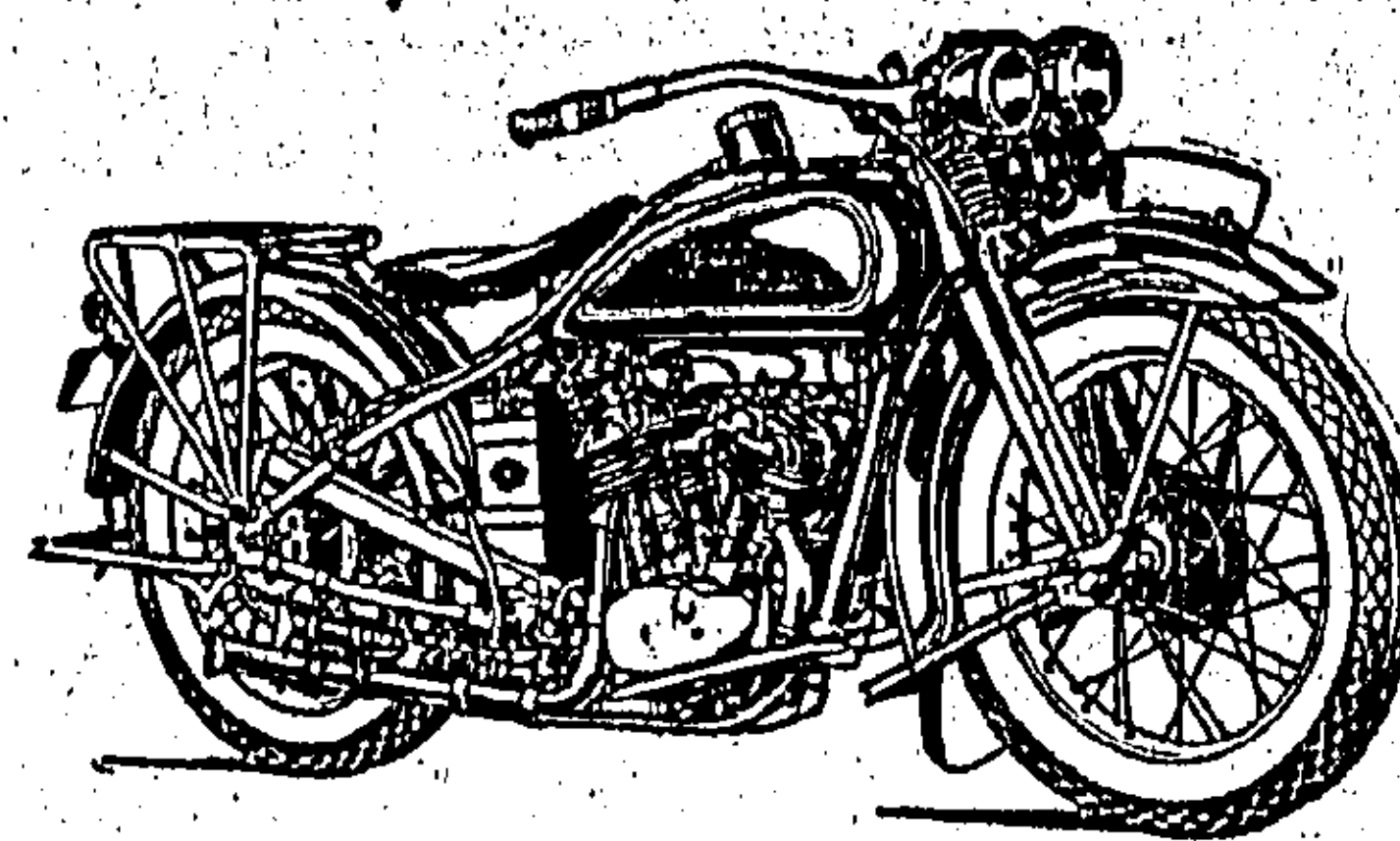
A GREAT FACTOR.

Push is a great factor in success. This discovery was made when the tank ran dry half-a-mile from the nearest filling station.

THE NERVOUS NOVICE'S NIGHTMARE.



The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET-SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

New Address of Universal Motor & Supply Co.

Kayamally Building,
No. 22, Queen's Road, Central.
Telephone No. C. 4915.

CHINA UNDERWRITERS, LTD.

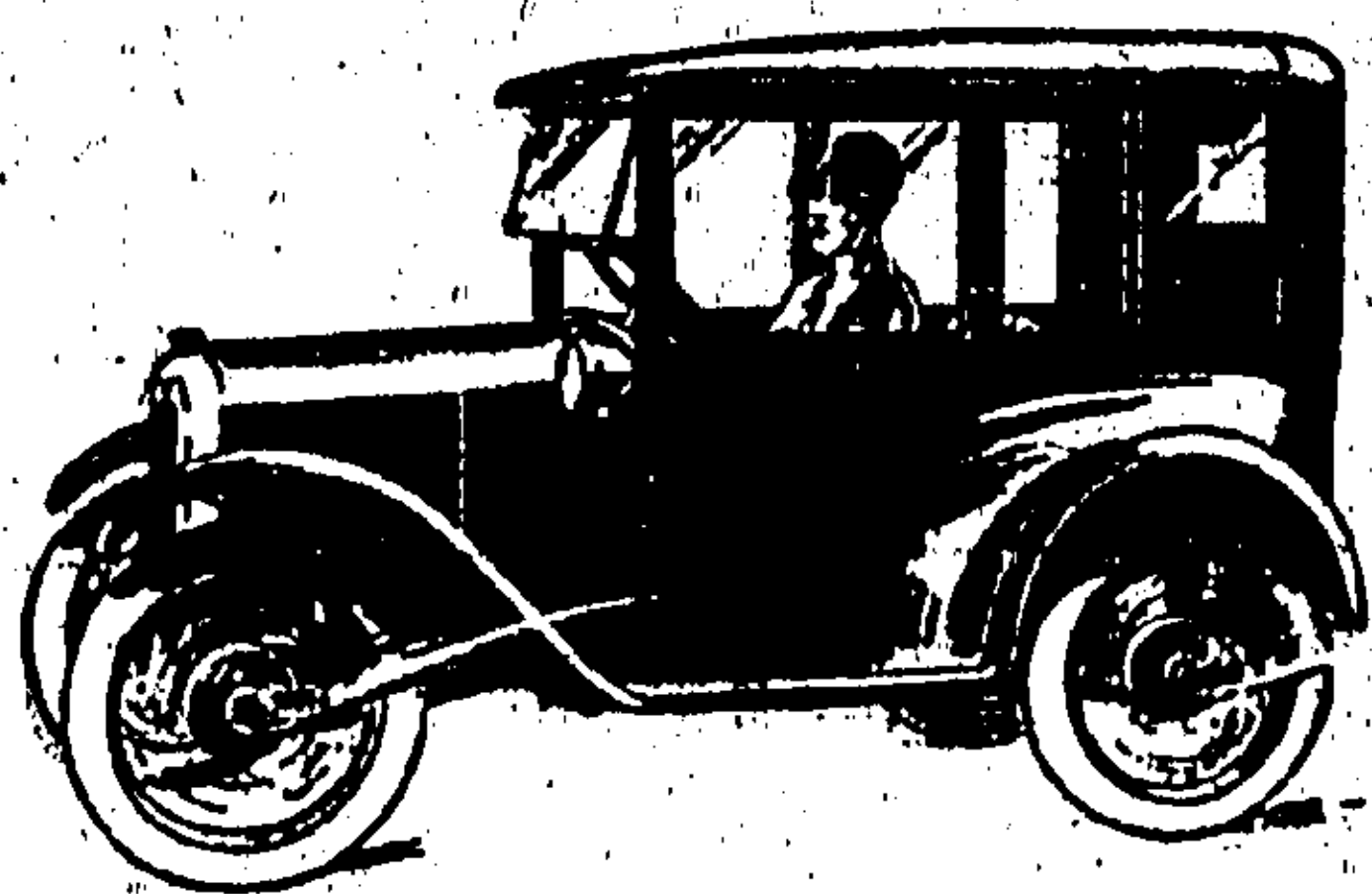
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ALL CLASSES
OF
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HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C.1121-22

THE QUESTION WAS

HOW TO REDUCE HIS PETROL BILL.

Then he had a bright idea
and bought an



AUSTIN SEVEN.

You too can enjoy motoring
at a Cent per mile.

ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2nd. floor.—Ice House St. Entrance.
STOCKS CARRIED

THE FIAT PLANT.

Visitors Tour Works in
Motor Coaches.

ROADS IN FACTORY.

Sixty London grocers, all members of the Institute of Certified Grocers, recently enjoyed the experience of visiting the Fiat motor works, at Turin, Italy, by motor coach.

So liberally are these works laid out, that the six coaches carrying the visitors were able to travel under their own power down the long line of machine shops, passing from floor to floor by means of the elevators, until they emerged on the roof track.

They returned to earth by way of one of the spiral roadways built in this unique factory.

FEWER AND FEWER.

Standard Tyre Sizes.

The entire motor world is interested in the movement of establishing a limited number of tyre sizes, thus gradually eliminating all superfluous sizes.

This movement has reached a point where motor car manufacturers in the United States have entered into an agreement to use only 18 sizes of tyres on cars manufactured after January 1, 1929.

Other sizes, will, of course, be manufactured as long as there is a call for them from car owners, but, obviously, these odd sizes will disappear as years go on. At present there are about 50 different sizes on passenger motor cars, so nearly two-thirds of them are due to go.

Mr. C. B. Whittelsey, of the United States Rubber Company, has been pioneering this effort to bring about standardization of motor tyres, and ultimately this simplification will make for cheaper tyres, as manufacturers will have less expensive equipment tied up in their factories.

HINTS FOR THE MOTORIST

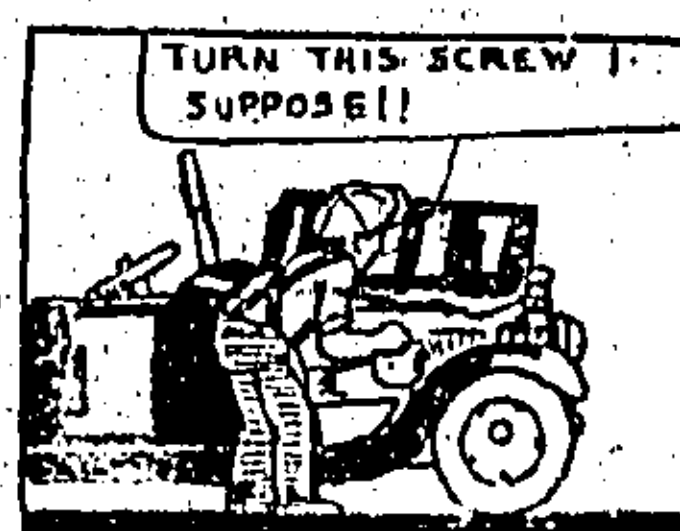
ALBERT L. CLOUGH

CARING FOR THE TAIL-LIGHT.

The motorist himself cares little about his car's tail-light, but "the powers that be" are generally rather fussy about it, as its light on the rear number plate is the only means of identifying a car at night. Here are a few suggestions as to the tail-light, which may help to keep motorists out of trouble with the authorities. Unless the tail lamp is so wired as to burn, in series, on the same current with the instrument lamp, so that failure of the former is at once indicated by the extinguishing of the latter, it is well frequently to make sure by actual examination, that the tail lamp is burning. The red lens and the window in the bottom of the tail lamp, which lights the number plate, should occasionally be wiped clean on the outside and also on the inside. Glass only is a suitable material for this window, as celluloid loses its transparency and cracks. The bulb in the tail lamp should be renewed before it becomes dim from age and a spare one should always be carried. A 2 1/2 volt bulb is required if it is to burn in series with the instrument lamp. Tail lamp bulbs which burn dimly, even when new and when all other lamps burn brightly, generally do so because the lamp does not make good electrical contact with its supporting bracket and therefore does not afford a good ground for the circuit. Cleaning dirt and rust from the

abutting surfaces of lamp and bracket and securing them tightly generally removes this trouble. Care should be taken that the number plate is properly centred in respect to its source of illumination, so that all figures of the car number will be legibly lighted.

Carburetor Adjustant.



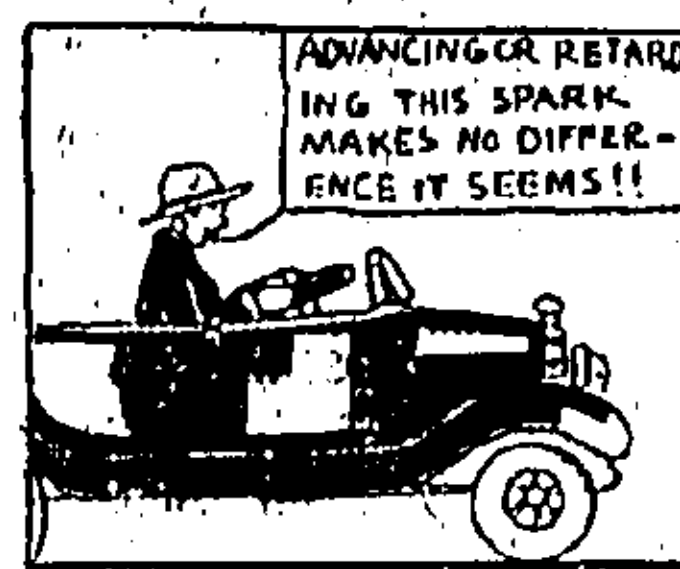
Answer to W. J. F.—On the carburetor used on the 1923 car, the screw in the bottom of the bowl is the needle-valve adjustment for idling and very low speed operation only. Turning it in weakens the mixture. Adjustment of the mixture for medium and high speeds is made by turning the air-valve adjusting screw, which is the screw that projects from the side of the mixing chamber, in an inclined position. This adjustment regulates the air-supply and at the same time, the action of the high-speed jet. Turning in the air-screw enriches the mixture.

Adjusting Drag-Link.

Question.—In adjusting the end connections of the drag-link or steering connexion-rod, should the balls be tightened in their sockets, until the springs acting on them are just tight or until the springs are partly compressed?

Answer: They should be tightened until the springs just begin to act enough so that there is no play, thus leaving practically the full compressive action of the springs to cushion the shocks that come from the front wheels to the steering gear.

Hand Regulation of Magneto Ignition.



Question: I have just overhauled my 1920 car and find that I can advance and retard the spark-lever without making any difference in the running of the engine. This trouble existed prior to overhauling. How do you account for it?

Answer: We have not the ignition specifications of this car, but have the impression that it was high-tension magneto ignition. If the spark lever gives the full intended movement to the advance mechanism on the magneto shaft, that is all that can be expected. With the magneto which we think is on this car, very little change in spark lever position is required, as through wide range of speed, as the inherent electro-magnetic reaction in the magneto armature itself largely takes care of advance and retard requirements. We should expect very little effect on the running of the engine by making use of the slight range of spark timing usually provided in this ignition system. If your magneto is set correctly, it should give you good results, with little or no manual timing.

CAR HOTEL.

Eleven Floors Garage.

PART OF OFFICE BUILDING.

The first modern ramp garage built as an integral part of a metropolitan office building has just been opened in Detroit (U.S.A.) for the use of the tenants of the building who drive to work in their own cars. The new motor hotel is housed in a 25-story building.

The first 11 floors are devoted to garage space, those above to offices. The ramps are so laid out that cars coming in and up never cross the paths of those going down and out.

The new office building now under construction by Fisher Brothers, of Fisher body fame, as well as the General Motors Building in Detroit, will also have ramp system garages.

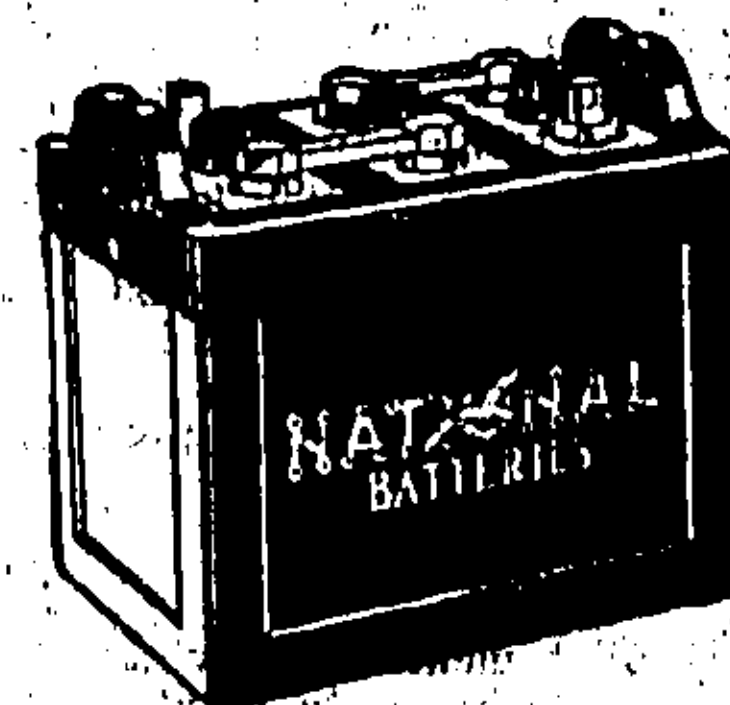
NATIONAL BATTERIES

give the biggest value at the most Reasonable PRICE.

TYPE	CAR	PRICE
611RF	Auburn 4, Buick, Ford, Chrysler 4, Chevrolet, Whippet 4, Plymouth.	\$32.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 8, Chandler, Hudson, Packard 6.	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

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should be a
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BIG SHIPMENT
ARRIVED.



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19, Queen's Road Central,
HONG KONG.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,

THE UNION TRADING Co., Ltd.
York Building. Phone C. 578.

MONET-GOYON MOTOR CYCLES

Fitted with two world-famed engines—
the Villiers 2-stroke and the M.A.C. 4-stroke.

If you want a machine with the power for
Hill Olimb, please call for a trial
demonstration.—

46, Nathan Road, Kowloon.

FAST SPEED METER.

The U.S. Bureau of Standards has developed a new metre which can measure the speed of an engine 25 times a second. The instrument is designed to determine the degree to which low-test gasoline will permit acceleration.

TEACH THEM YOUNG.

North Carolina has adopted a practical way of protecting its future pedestrians from automobiles. Once a month, school teachers are required to discuss before their pupils a digest of the state traffic laws.



NEW STUDEBAKERS set new motoring fashion

THIS great new Director Sedan is one of thirty new Studebaker and Erskine Six models that have given the world a new mode in motoring. In these smart new cars Studebaker presents rare beauty of line and colour, new form-fitting lounge upholstery, tailored in rich new fabrics, plus thrilling speed and endurance.

Today Studebaker offers the greatest improvement in riding comfort since balloon tyres—exclusive new ball bearing spring shackle! With this advanced feature 172 steel balls, sealed in sufficient lubricant for 20,000 miles, "float" this Studebaker over the roughest roads. You will like this new Studebaker Director even more when you learn its modest price.

A Car for Every Purse and Every Taste

Studebaker builds four great lines of cars—The President, the Commander, the Director and the Erskine. Each offers distinction, fine performance and high value. Each is backed by Studebaker's 12-month guarantee.

Prices range from HK. \$2,300 to HK. \$5,840.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4769.

STUDEBAKER

THE GREAT INDEPENDENT

ESTABLISHED IN 1853

Prepaid Advertisements

In Motor Supplement
30 WORDS FOR \$1.00

Advertisements received for this column up till 5 p.m. every Wednesday.

WANTED.

WANTED.—ADVERTISER with \$1,000, wants to buy nearly new car. No duds nor old models considered. Write Box No. 428, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Standard two seater, good running order Box 427, care of "Hongkong Telegraph."

ACCESSORIES.

FOR SALE.—Storage batteries, Lucas bulb horns, Sparton electric horns, wrenches, jacks, pumps, brakelining, tyre paints and patches, spark plugs, cutouts, ammeters, windscreen wipers, &c., &c. Prices exceptionally low. Inspection cordially invited. The Hongkong Motor Accessory Co., 1st floor, Bank of Canton Building, Tel. C.577.

NOTICES.

NOTICE.

It is hereby notified that Messrs. J. Gibbs & Co. have relinquished their Agency for Michelin Tyres and Tubes as from September 30th, 1928.

P.P. M. MICHELIN & CIE,
per M. DORIAN,
Representative for China.

NOTICE.

It is hereby notified that we have appointed, as from October 1st, 1928, MESSRS. A. GOEKE & CO., 3rd floor, China Building, Hongkong, distributors for MICHELIN Motor Car, Motor Cycle and Bicycle Tyres, Tubes and Accessories.

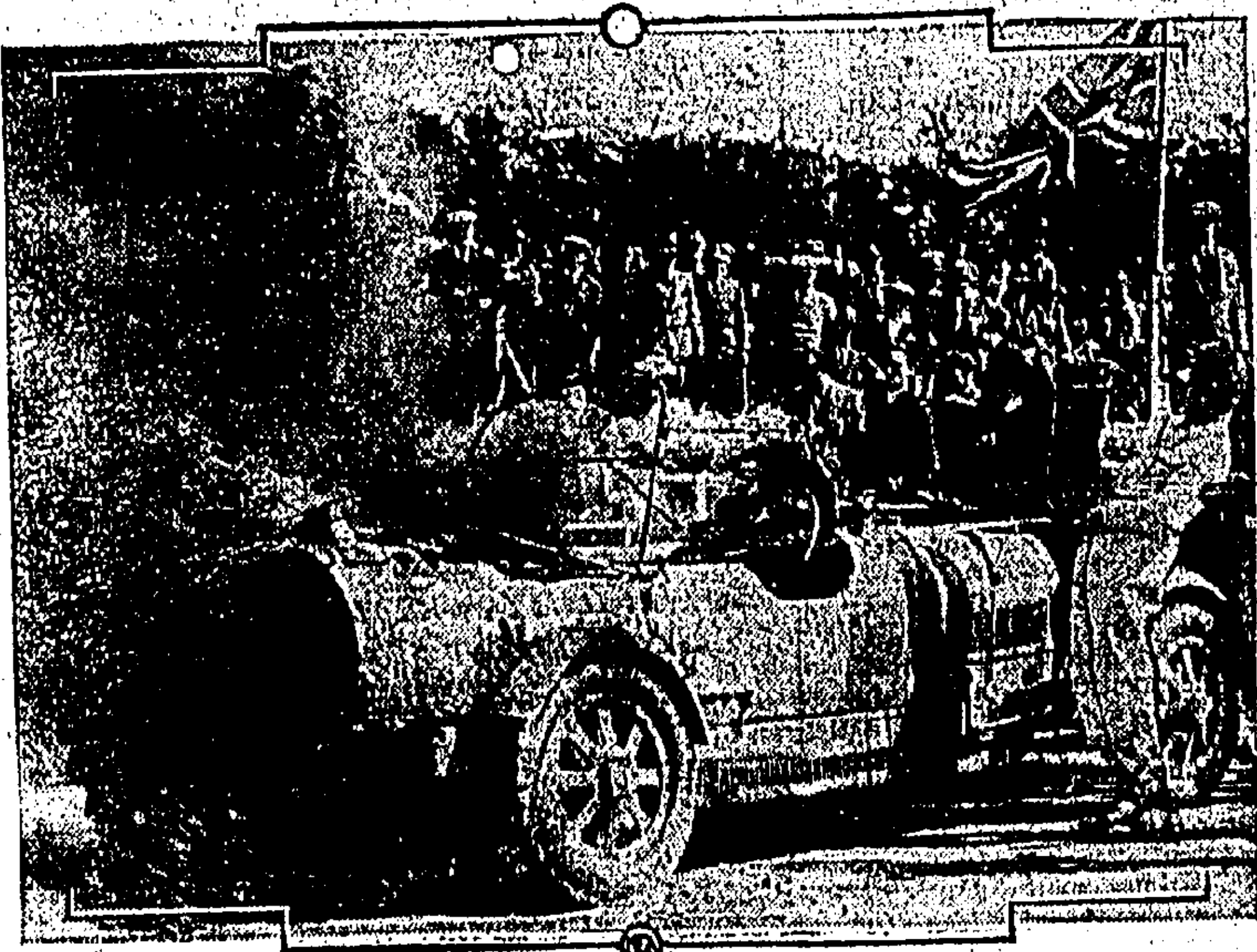
P.P. M. MICHELIN & CIE,
M. DORIAN,
Representative for China.

NOTICE.

We have been appointed distributors for MICHELIN Motor car, Motor Cycle and Bicycle Tyres, Tubes and Accessories as from October 1st, 1928.

A. GOEKE & CO.,
3rd Floor,
China Building.

WHY CAPTAIN CAMPBELL DIDN'T WIN THE RACE.



Captain Campbell's car, a Bugatti, caught fire at the end of the second lap of the Tourist Trophy race. He is seen on the right (in racing kit) helping to extinguish the blaze.

CHECKING SMALL DETAILS.

Story with a Moral.

A motorist on a long tour had been driving for some time along a dusty road when the motor began to sputter and then stopped.

The driver looked at his gasoline gauge. The tank was half full. He checked his battery and ignition. Then he tested his carburettor and vacuum tank and found them empty.

There was the trouble. The fuel had stopped flowing from the tank. Most likely a clogged fuel line.

After the line had been opened up and blown out, the motorist stepped on the starter with a sigh of relief. But nothing came of the effort. The motor failed to budge.

It wasn't till late that evening, after the car had to be towed to a garage and the mechanic there had given up, that a careless helper accidentally revealed the cause of the trouble. He had opened the tank to assure himself there was enough gas in it, and failed to replace the cap. After working the starter for a minute, he surprised himself by hearing the engine sputter and die off.

Stepping again on the starter, the boy got the engine running in perfect shape. There was nothing wrong with it.

The cause of all this costly and time-losing trouble was in the tank cap. Dust, thick and moist, had accumulated over the back of the car during the motorist's long run, and had clogged up the vent in the dust cap, so as to keep air from entering the tank.

Suction from the engine had worked until this happened, when lack of pressure at the tank caused the flow of gasoline to the vacuum tank to stop. After the gas in the vacuum tank had been exhausted, the engine stopped.

This incident is given in detail to show what troubles can be encountered from the failure to consider the slightest detail in the operation of the car. Even the little vent in the tank cap is important, and so are many similar parts and adjustments.

Usually, when the motor goes wrong, inspection for trouble is confined to it. That, of course, is the first step in the search. But when that is exhausted without success, the search should continue along all lines that lead from the engine to the very end of each.

Such a search covers first the fuel system, then the entire ignition system and finally the mechanical system, including the transmission and differential. Usually, sufficient warning is given beforehand, from the spot where the trouble can be traced. The spluttering of the engine before the car stopped, in the incident recorded, was enough to warn the driver of something wrong in the fuel system.

FREE BRAKE TESTS.

U.S. Police Plan.

Free brake-testing stations, superintended by police officers, have been established in San Francisco (U.S.A.).

Motorists may voluntarily apply there for brake tests and receive a report from the officials in charge as to the condition of this mechanism. They are then expected to have necessary adjustments made at their favourite service stations.

The scheme is to impress the necessity of safe brakes, and is also helpful to any driver who becomes involved in an accident, as it may prove that his brakes were in good order.

A spectroscope is now being used to photograph engine knocks. The slightest deviations are detected when artificial rainbows are created in the cylinders.

JOHN I. THORNYCROFT & CO. LIMITED.

THE LEADING EXPONENTS
of
ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,

UNION BUILDING,
5th. Floor.

THORNYCROFT

PASSENGER OMNIBUSES

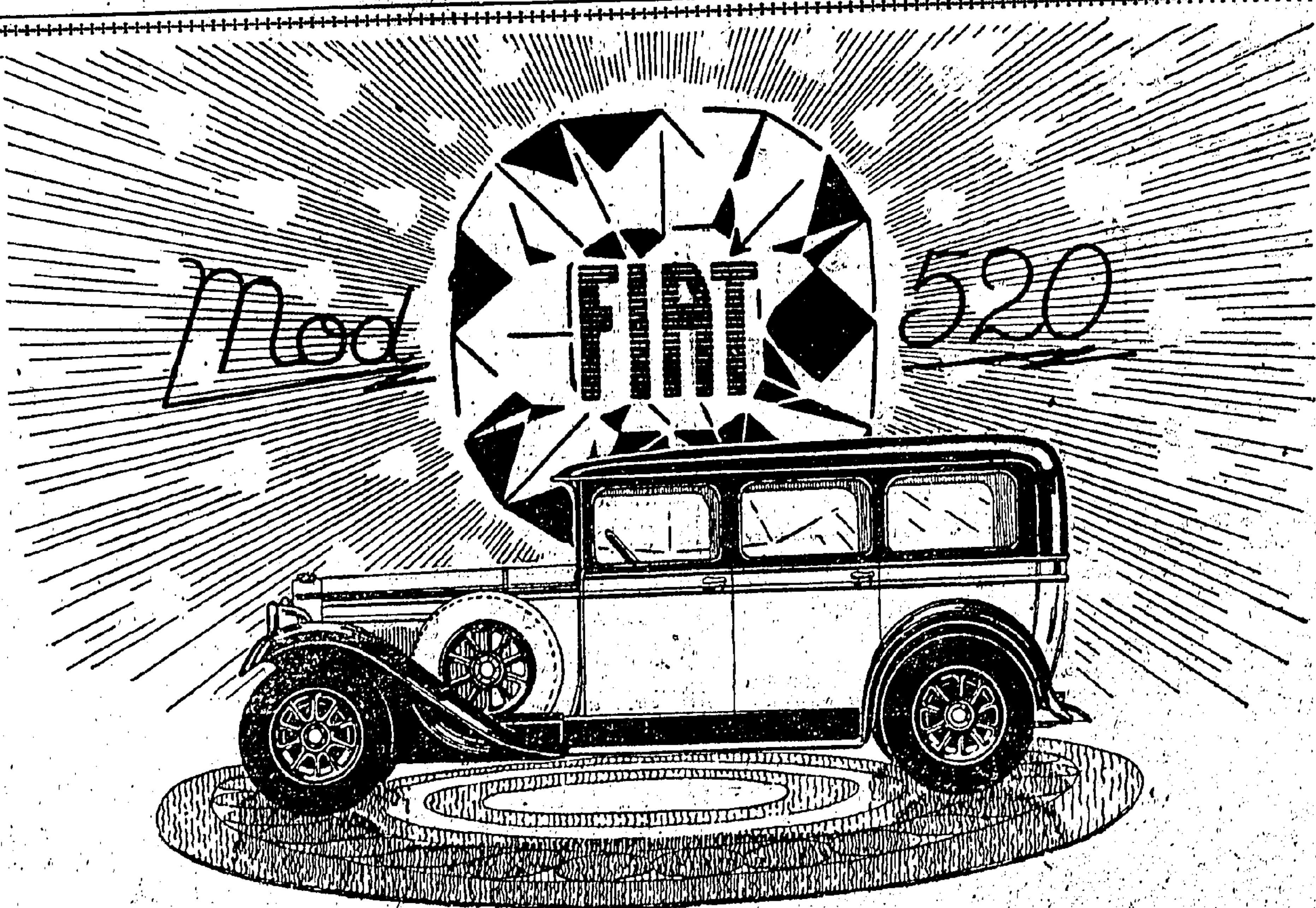
AND

MOTOR FREIGHT VEHICLES

Write us and our representative will call.

Telephone Central 4831.

DEAL DIRECT.



Announcing the new Fiat mod. 520
the six superexcellent

Sole Agents for Hongkong, Canton and Macao.
SOC. ITALIANA. IMP. ESTREMO ORIENTE, LTD.
Managers:—A. GOEKE & COMPANY.

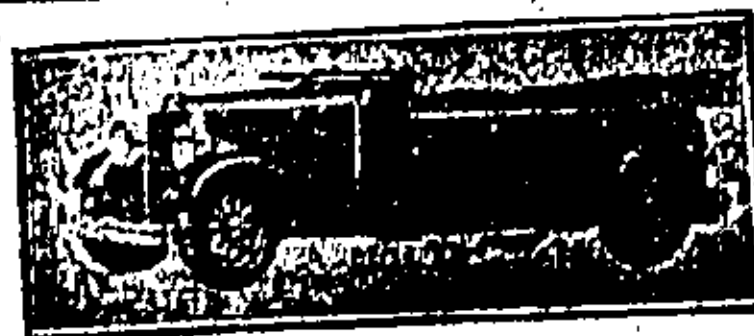
SHOWROOMS AND OFFICES
67, Des Vœux Road C.
Tel. C. 4821.

FIAT 520.
FOR 1928
NOW ON SHOW

WORKSHOP:
67, Des Vœux Road C.
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Nash New "400" Series Important Features.

Three series.
14 enclosed models, 6 open models.
4 wheelbase lengths.
Salon bodies.
Twin Ignition motor.
Aircraft type spark plugs.
High compression.
Duralumin pistons.
(invar struts).
7-bearing crankshaft.
(hollow crankpins).
Houdaille and Lovejoy shock absorbers.
(exclusive Nash mounting).
Torsional vibration damper.
New double drop frame.
Bijur centralized chassis lubrication.
(lubricates 21 vital parts by 1 stroke).
One piece Salon fenders.
Clear vision front pillar posts.
All exterior metalware chrome plated over nickel.
Shorter turning radius.
Longer wheelbase.
Easier steering.
Body rubber insulated from frame.
Biflex-Nash bumpers and bumperolls.
FREE RIDE FOR PROSPECTIVE BUYERS



Twin Ignition.

CREATES:—
More power and greater speed.
Fuel Economy.
Faster Burning.
Thorough Combustion.
Uniform power impulses.
Higher compression with
Absence of spark knock.

All cars with spare tyre & complete set of tools &c.

NASH STANDARD SIX:
Touring.....\$1,200
2-door Sedan.....1,295
4-door Sedan.....1,350
Cabriolet.....1,395

NASH SPECIAL SIX:
Touring.....1,450
2-door Sedan.....1,495
4-door Sedan.....1,625
Cabriolet.....1,615

NASH ADVANCED SIX:
7-seater touring.....1,750
7-seater 4-door Sedan.....2,150

STOCKS CARRIED.
Prices for other models on application.

WONG SIU WOON

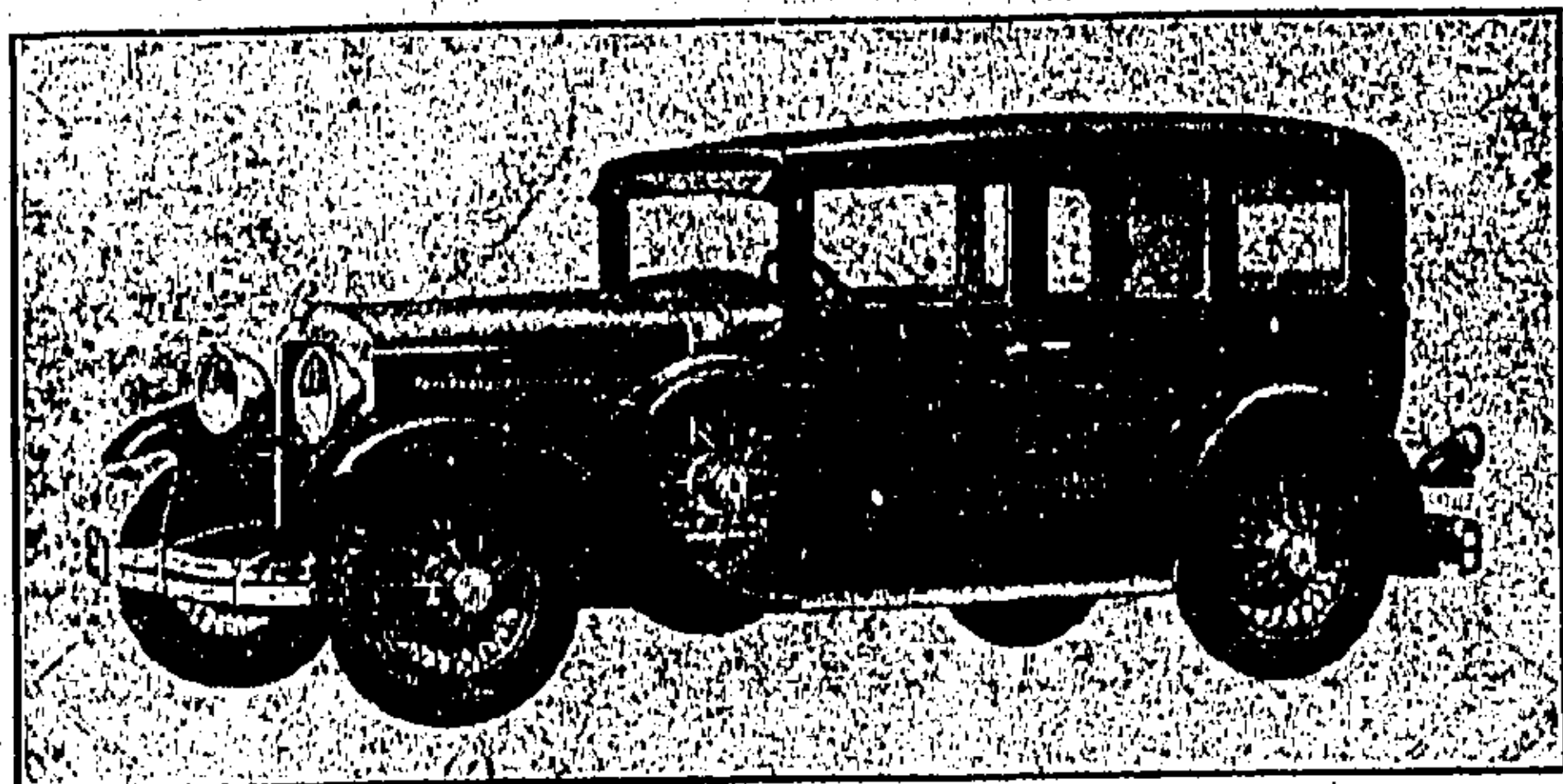
Sole Agent for SOUTH CHINA.

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Come to our Showroom and let us demonstrate to you

THE NEW Six Cylinder



HUPMOBILE

5-SEATER. 7-SEATER. SEDAN.

SALES DEPARTMENT

DRAGON MOTOR LIVERY SERVICE,

Sole Agents for Hongkong and South China.

24 Des Voeux Road Central.

Tel. C.482 & C.3552.

MARINE RACING.

London to Cowes Race.

The annual long-distance race for cruising vessels, famous as the London to Cowes Race, always creates in motor boat circles in Great Britain a large amount of interest, and it not infrequently happens that the journey imposes on the vessels participating therein a pretty severe test of their ability to weather conditions calling for the expenditure of the maximum hardihood on the part of both boats and crews.

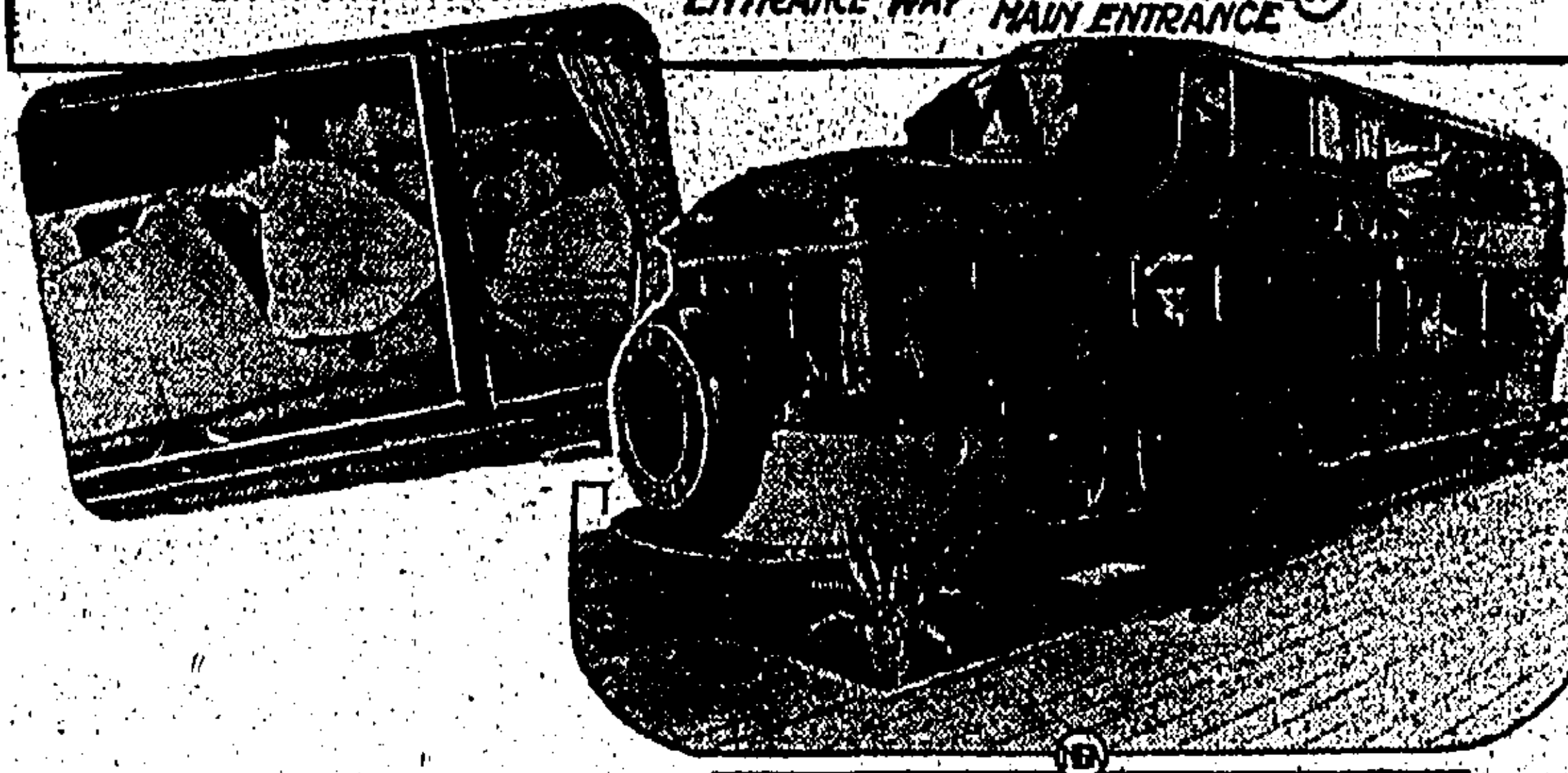
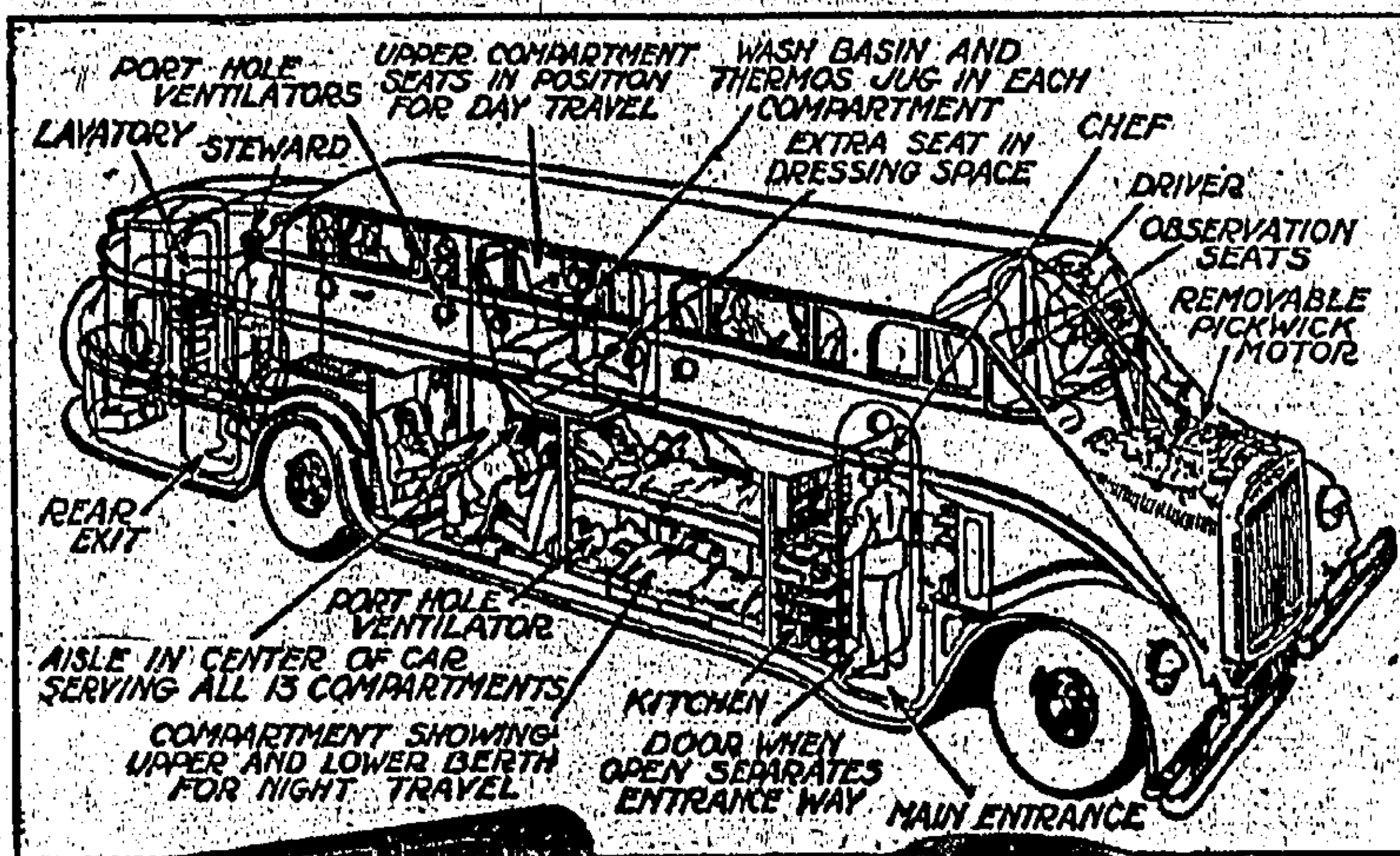
The race this year took place on June 30th and was won by "Thornycroft," a Thornycroft 40-foot cabin cruiser, which incidentally, was the only boat to complete the course, all the other starters giving up through stress of weather.

The prospects before the start were such that only six boats competed, and although the race, from a competitive standpoint, proved almost a farce it was, in effect, a most convincing demonstration of the seaworthiness of the winning cruiser, and of the supreme reliability of her two 25-h.p. Thornycroft four-cylinder type marine engines embodying the well-known Thornycroft reducing-reversing gear.

They stood the gruelling test of 180 miles without faltering in spite of the gale conditions which prevailed throughout and which were at one time so severe that it took ten and a half hours to travel 33 miles. A word of tribute is due to the perseverance and pluck of the crew who persisted in navigating the boat for upwards of twenty-seven hours to reach their destination when all their competitors had made for harbour.

The winning boat is one of Thornycroft's "Standard Class" craft, of which they have a wide range for pleasure or commercial service, built to standard designs which enable them to be supplied at extremely favourable prices.

THE VERY LATEST IN MOTOR BUSES.



An idea of the spaciousness of the giant "Pullman stage" now in operation in California can be gained from the diagram at the top. A view of one of the berths, from the outside, is shown at the lower left. Lower right: A view of the exterior.

The "Pullman car bus" with sleeping accommodations for 26 passengers, has arrived.

A veritable hotel-on-wheels, the first of its kind ever built, has just been completed and exhibited at the Pacific-Southwest Exhibition at Long Beach, Calif., prior to being placed in service between Los Angeles and San Francisco. Its owners, the Pickwick Stages System, say that similar luxurious buses will be built and the service gradually extended over the United States.

The "Nitecoach" as it is known, is 34 feet long, eight feet wide, ten feet high, weighs 14,000 pounds and costs \$30,000. It is built of duralium—lighter than aluminum and stronger than steel.

Convertible Berths.

There are 13 compartments with double berths, accommodat-

ing 26 sleeping passengers. In day time these berths are converted into seats, just like those on a Pullman coach. The beds are six feet four inches long and of ample width.

Each compartment has a dressing space with full head room and draw curtains for privacy. Each also has five electric lights, a thermos jug for ice water, a wash basin with running water, an extra seat for convenience. In dressing, two large drawers and storage space for suitcases.

For ventilation there are three windows and two portholes in each compartment. Fan ventilation supplies warm or cold air to individual compartments as desired.

Meals Served.

For dining facilities, the bus carries a range, percolator, ice box and tableware for 26 persons.

Meals will be served on tables in the compartments.

The lavatory, in the rear of the car, is equipped with flushing toilet, chemical tank for collection of waste, washstand with running water and full length plate glass mirror.

The crew consists of a steward, who cares for the car and makes up berths, a cook and a driver.

The bus is propelled by a six-cylinder engine of 110 horsepower. A feature is that the engine can be removed bodily merely by loosening four bolts and disconnecting wires, oil and gas lines. Reserve motors will be kept at terminals, ready for substitution on short notice. This will avoid delays due to motor trouble.

The big bus was designed by Dwight Austin, Pickwick engineer, on a specially constructed 30-foot drawing board.

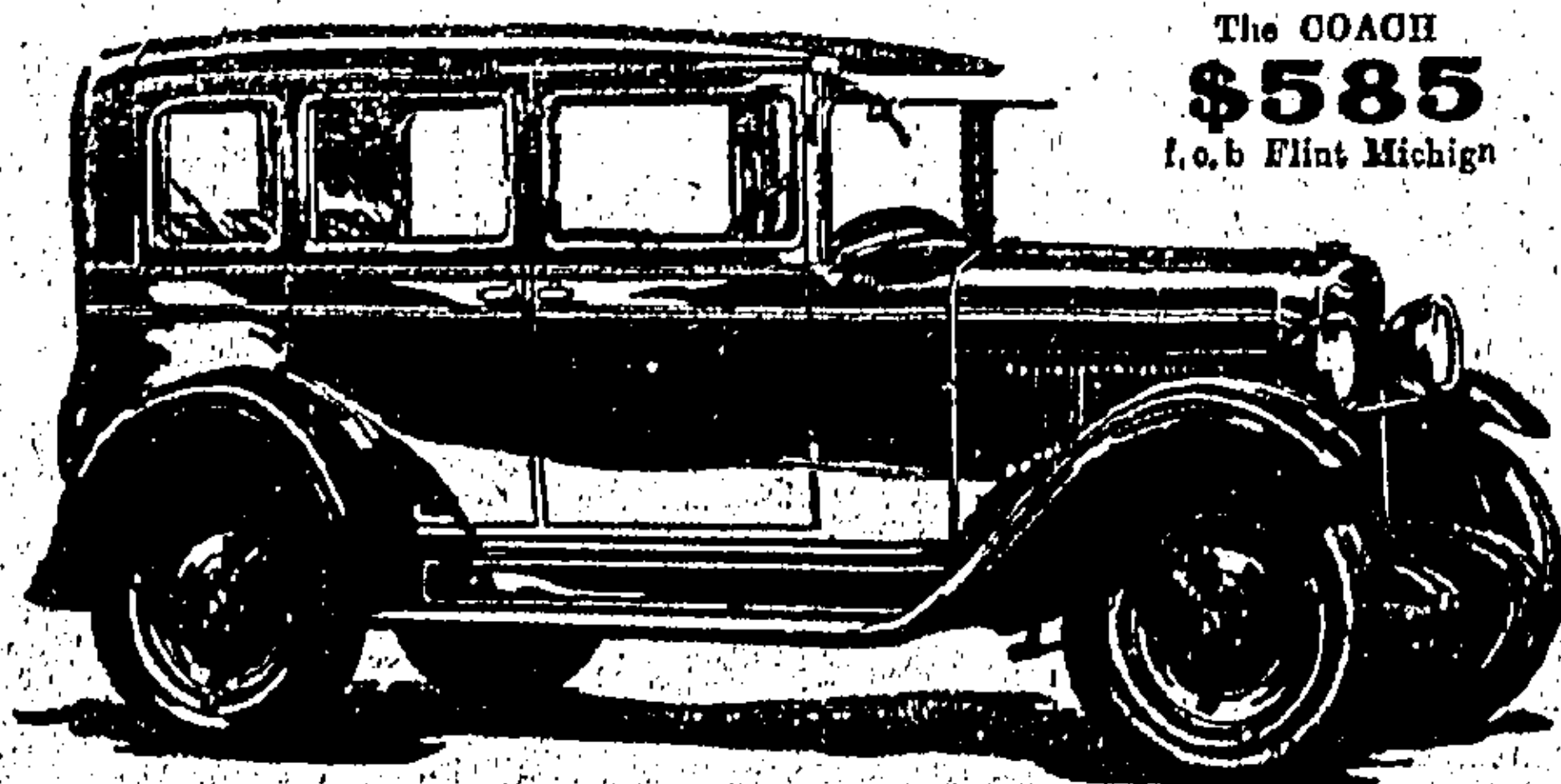
for Economical Transportation



10 Big Reasons why Chevrolet is First Choice of the World for 1928!

With over 750,000 new Chevrolets on the road since January 1st—an average of more than 30,000 new owners each week, to-day's Chevrolet, by a tremendous margin, is first choice of the world for 1928!

If you do not know all that today's Chevrolet offers, come in and study this sensational automobile. See how completely it provides the ten great basic factors which automobile buyers everywhere are now demanding! Satisfy yourself that the purchase of a Chevrolet assures you more automobile and more all-around satisfaction than you ever thought possible at prices so amazingly low!



The COACH
\$585
f.o.b. Flint Michigan

1. DESIGN For fourteen years Chevrolet has followed a policy of constant progress in engineering, with the result that to-day's Chevrolet is modern in every detail of design.

2. APPEARANCE To-day's Chevrolet provides beauty of design and proportion to an exceptional degree because Chevrolet has at its disposal, the unmatched facilities of the Fisher Body Corporation.

3. FEATURES Because the Chevrolet Motor Company has both the desire and the ability to provide quality features typical of the finest cars, to-day's Chevrolet is everywhere regarded as the world's most luxurious low-priced automobile.

4. PERFORMANCE Chevrolet's amazing performance is the result of a valve-in-head motor whose power is a matter of worldwide fame and whose snap and smoothness are assured by alloy, invar-strut pistons, large valves with mushroom type tappets, accurately counter-balanced reciprocating parts, and an extremely efficient fuel carburetion and distribution system.

5. COMFORT The Bigger and Better Chevrolet is built on a 107" wheelbase, equipped with four long semi-elliptic springs set parallel to the frame. The seat cushions are provided with deep, resilient springs. This is a comfort combination unmatched in any other car at such low prices.

6. HANDLING EASE For ease of control incorporates a full ball bearing steering gear, smooth-shifting transmission, light pedal action clutch and big non-locking four-wheel brakes.

7. ECONOMY Chevrolet owners enjoy true economy of operation because of such modern features as pump circulation of oil and water, oil filter, air cleaner, ultra-efficient carburetion, crankcase breathing system and thermostatically controlled cooling.

8. MAINTENANCE Chevrolet enjoys a world-wide reputation for low maintenance costs because it is basically rugged in construction, built of the finest materials with the most modern precision equipment and embodies the results of millions of miles of testing at the General Motors Proving Ground.

9. RESALE VALUE Chevrolet's resale value is unusually high because Chevrolet's rugged construction assures many thousands of miles of dependable transportation while Chevrolet's style is so advanced that it maintains its good appearance for years.

10. PRICE As a result of worldwide popularity and tremendous production from fourteen great modern plants, Chevrolet is able to offer these beautiful modern cars at these amazing low prices.

The Touring	\$495	The Imperial	\$715
The Roadster	\$585	Landau	
The Coach	\$585	Utility Truck	\$520
The Coupe	\$595	(Chassis Only)	
The 4-Door	\$675	Light Delivery	\$375
Sedan		(Chassis Only)	
The Convertible		All prices f.o.b.	Flint, Michigan
Sport Cabriolet	\$695		

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

FORD FEATURE.

The Distributor.

Outstanding features of the distributor of the new Ford Model A are:

Simplicity; efficiency; accessibility; adjustability; ruggedness; freedom from short circuit trouble; excellent arrangement and design.

Located atop the engine, the distributor makes contact with the spark plugs by means of short copper connectors.

This arrangement eliminates the possibility of short circuits, since the connectors cannot touch electrode and motor at the same time. If a connector loses contact at the plug (a very rare possibility), the contact will be broken at the electrode also. If a connector loses contact at the electrode, its loose end will be held out of reach of the other connectors by the spring quality of its construction.

The design makes it possible to eliminate high-tension cables, with their heavy insulation, deterioration, and short-circuit troubles.

The casing of the Model A distributor is stout and well-machined, and contains a protected angle into which the condenser fits snugly.

The distributor head is of a new material called Fordensite, into which the electrodes are molded. The result is a short-circuit-proof, waterproof head.

The distributor cam of the Model A is adjustable, and in combination with the removable cap of the distributor head reduces to a minimum the difficulties of timing.

In contrast with the stamped-metal construction of many distributors, the breaker-plate of the Model A distributor is formed of a steel forging, plated with cadmium to insure permanent freedom from rust. When the spark is advanced or retarded, only the plate moves.

Besides being made adjustable, the cam of the Model A distributor is heat-treated, hardened, ground, and polished, to reduce wear on the breaker-arm-block to a minimum. This was formerly limited to high-priced cars.

The camshaft runs in two bronze graphite-lined bushings.

Adjustment of breaker-points can be made with a minimum of trouble, since the stationary point is in screw form and can be adjusted by turning.

DOUBLE-DECK ROAD.

Plans for a double-decked steel and concrete highway between Atlantic City and Philadelphia are reported under way. It is estimated the cost of constructing such a road will run around \$50,000,000.

CLEAR THE ROADS!

Every winter the state of New York has a battle keeping its roads open. To keep inter-city and interstate traffic moving, it must keep 15,000 miles of highway clear of snow.

Driving Gloves



Made from selected Chamois leather, handsewn, slip-on-style with or without gauntlets.

\$7.50 \$9.50 per pair.
Less 10% discount for cash.

RUGS—OVERCOATS—CAPS—MUFFLERS.

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD



Broken Lenses
Promptly **DUPLICATED!**
Accurately

Why be satisfied with anything less
than **PERFECT** workmanship?

HONGKONG OPTICAL CO.
53, QUEEN'S ROAD, CENTRAL.

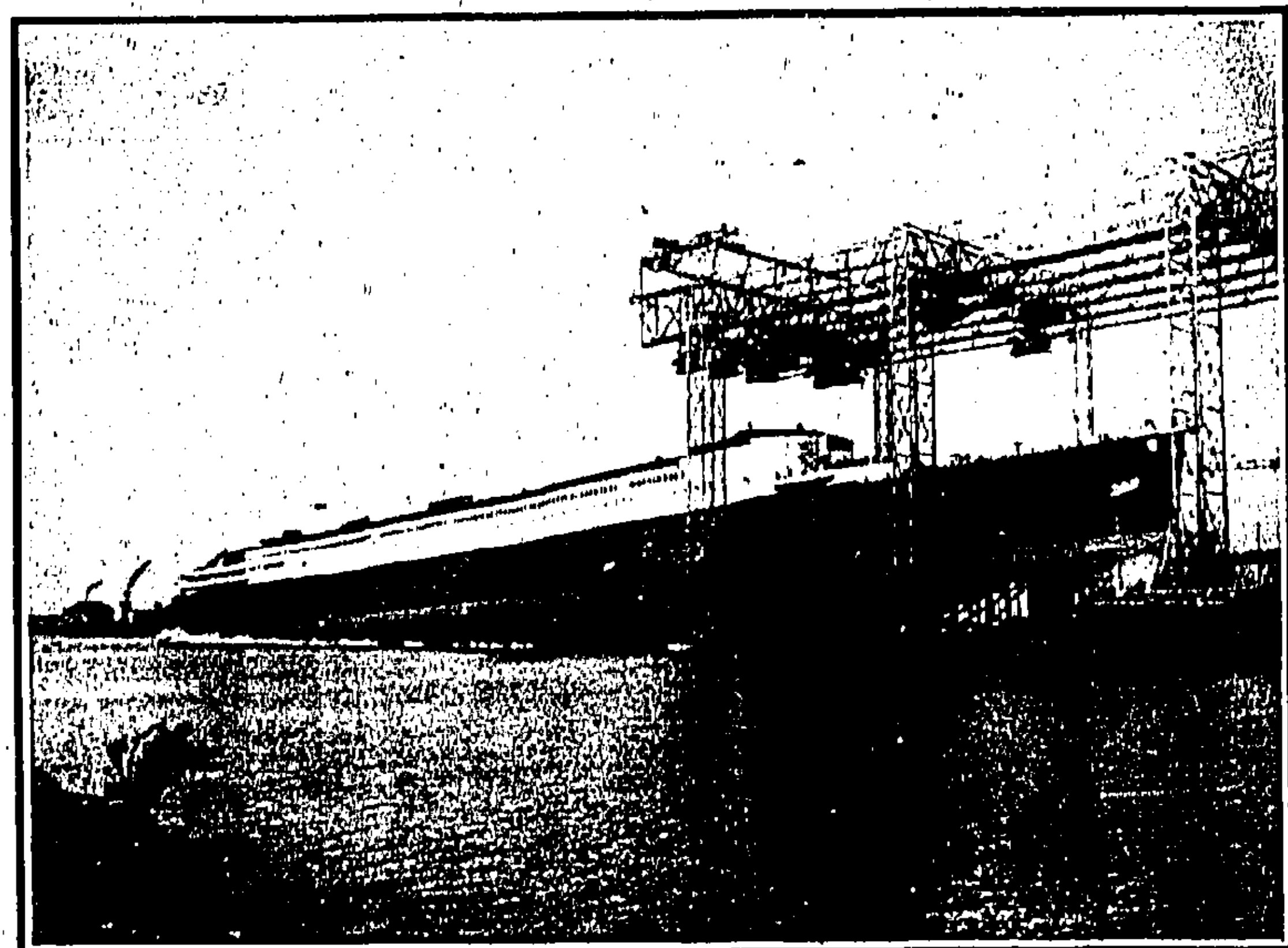
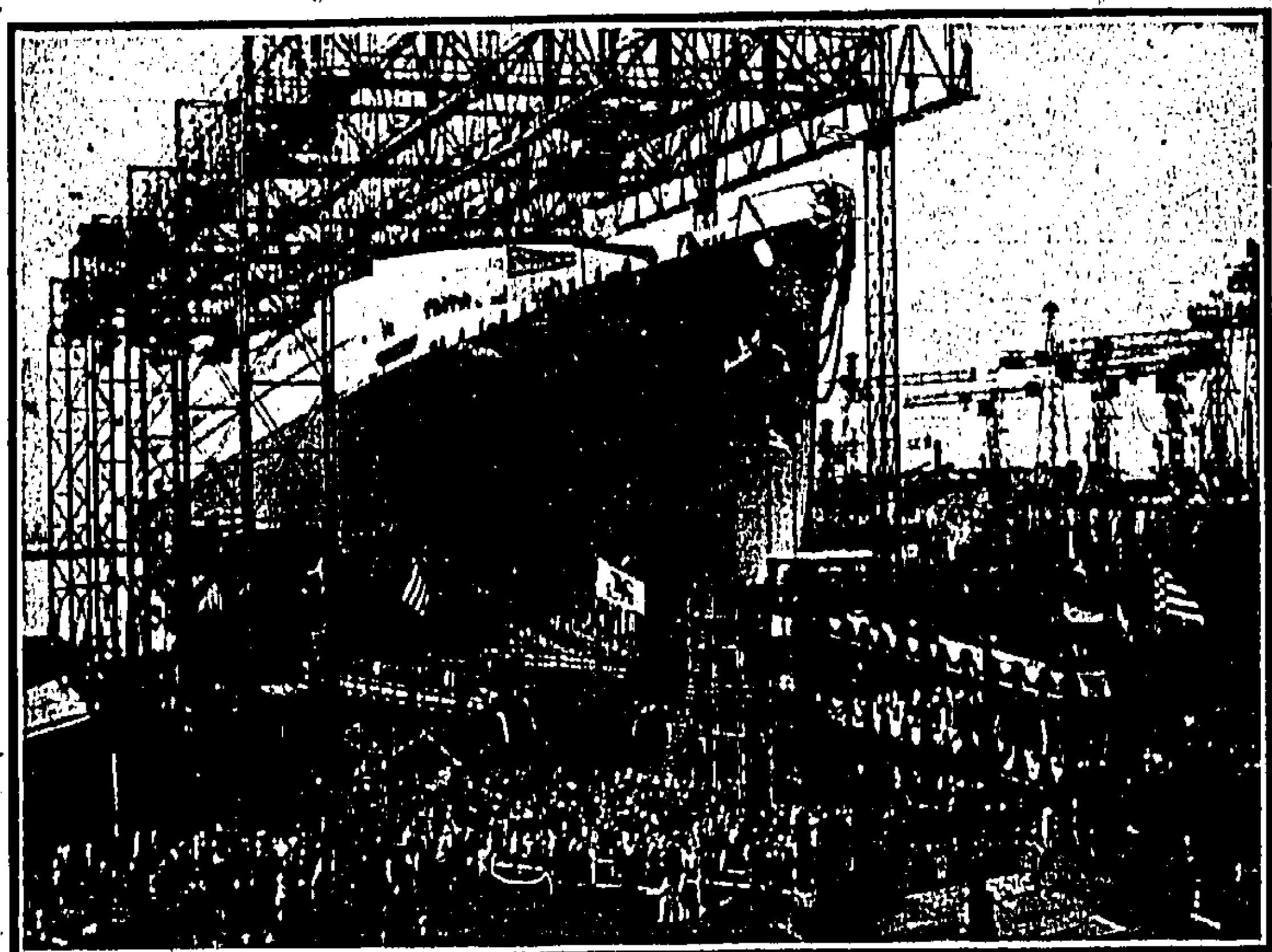
Hongkong Telegraph

Pictorial Supplement

October 6th, 1928.

TO OUR READERS

We shall be pleased to
receive photographs of
interest, for reproduction
in this Supplement.



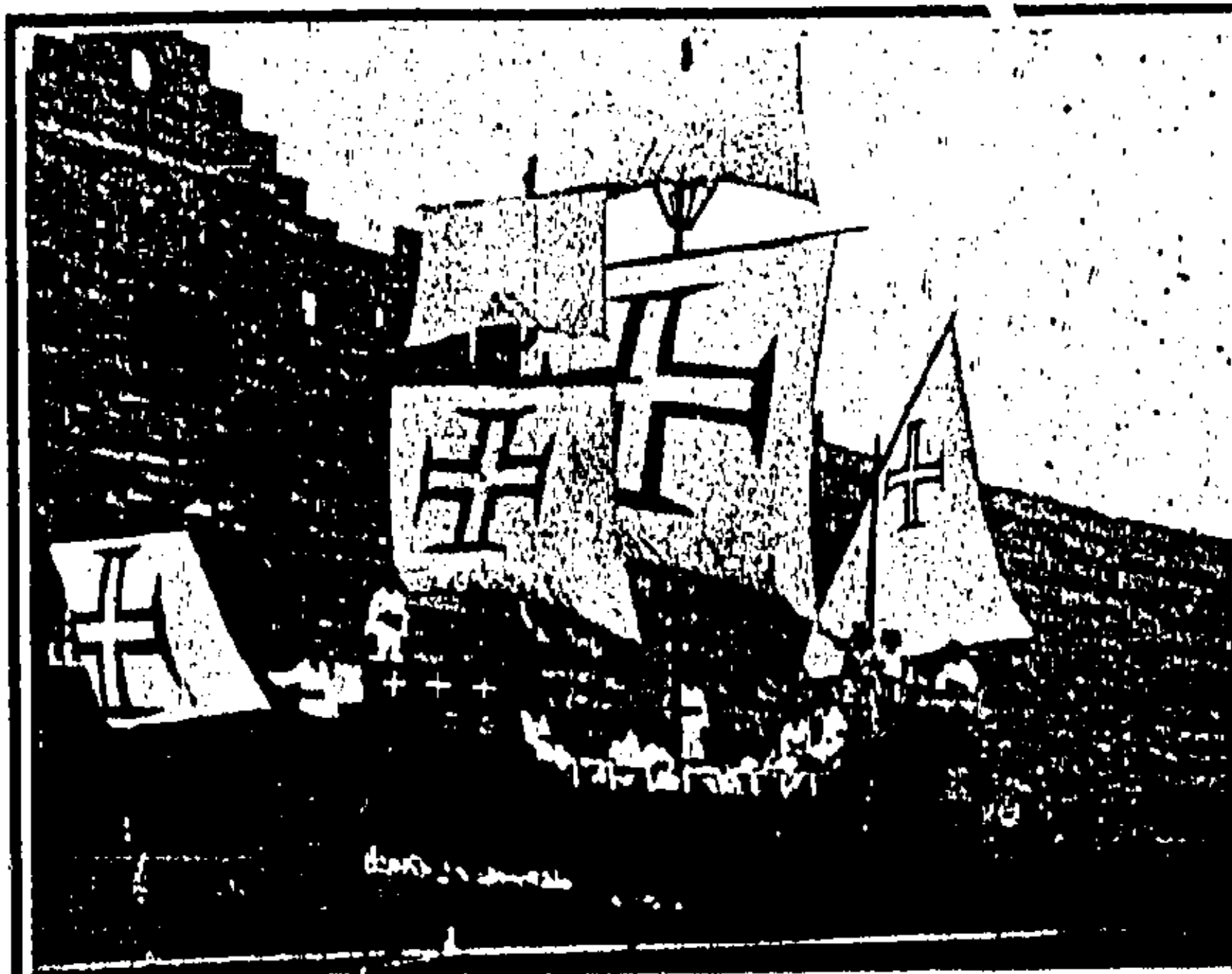
The above two photographs were taken at the launching of the s.s. Bremen, one of the new mammoth liners of the North German Lloyd. The launching ceremony was performed by President von Hindenburg. An article on another page of this issue describes the vessel and her sister ship, the s.s. Europa, which was launched by Mr. J. G. Schurman, the U.S. Ambassador to Germany.



Capt. C. E. Plunkett-Cole,
Master of the s.s. Anking, who
was wounded in the sensa-
tional piracy last week.



The late Mr. H. Thomson,
Chief Engineer of the s.s. An-
king, who was murdered by
pirates.



Part of the Portuguese Pageant at the Grand Tattoo will be a representation of Vasco da Gama's caravel, "San Gabriel" which in 1497 made an historic journey from Portugal to Calicut. Celebrating the world's oldest alliance, that between Portugal and Britain, the above float forms part of the Portuguese Pageant. Miss Barbosa represents Britannia and Miss Albuquerque represents Portugal. (Photos: Mee Cheung).



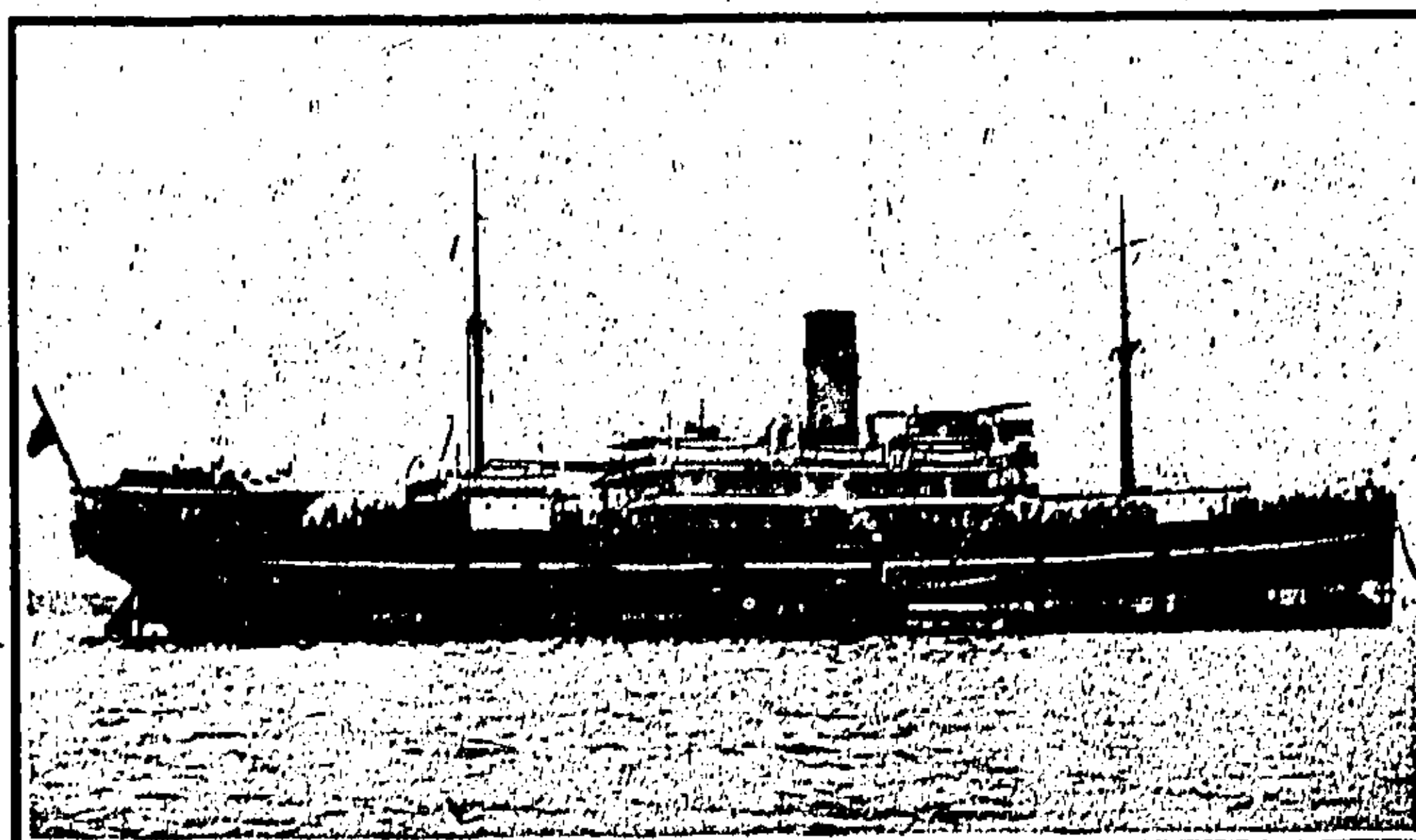
Lieut. the Master of Napier and his bride, Miss Muir Newson, photographed after their wedding in St. John's Cathedral, on Friday last. (Photo: Mee Cheung).



Charming group photograph taken at the wedding of Lieut. the Master of Napier and Miss Muir Newson, which took place at St. John's Cathedral on Friday last. The bride and bridegroom are seen in the company of the bridesmaids, the best man, little flower girl and page. (Photo: Mee Cheung).



A scene of disorder on board the s.s. Anking when she arrived in Hongkong on Saturday morning last, after having been in the hands of pirates for over 50 hours. (Photo: Mee Cheung).



With flag at half-mast and with police launch alongside, the s.s. Anking went to a buoy in harbour on Saturday afternoon last after having been pirated by the notorious Bias Bay pirates. On deck can be seen crowded some of the 1,400 deck passengers who went through the trying ordeal. (Photo: Mee Cheung).



Deck passengers, many of whom had been kept without food for over two days, photographed on board the s.s. Anking on her arrival in Hongkong after the sensational piracy last week. (Photo: Mee Cheung).

CHATS ON PHOTOGRAPHY

I.—HOW TO TAKE SNAPS OF MOVING OBJECTS.

(By J.O.W.)

THESE chats are intended mainly for those amateurs who possess an ordinary folding hand camera, and each of the subjects illustrated have been taken with a camera of that type.

Therefore, I am going to write of the methods of photographing moving objects that are well within the scope of a folding camera, with its comparatively slow shutter marked up to 100th second.

Because your shutter is marked 50th and 100th you are by no means sure that it is accurate. I have seen half a dozen identically built shutters tested and their readings have been round about 40 and 80 respectively, no two having the same reading. And they have even been known to vary with successive exposures. No diaphragm shutter is mechanically perfect although the

points which must be taken into consideration.

Choose a spot where the best light will fall on your subject and don't forget the background.

Now for the viewpoint. It is quite obvious that the horse will show the maximum amount of movement when he is viewed travelling straight across the lens, a full side or broadside view; and he will show the minimum movement when coming

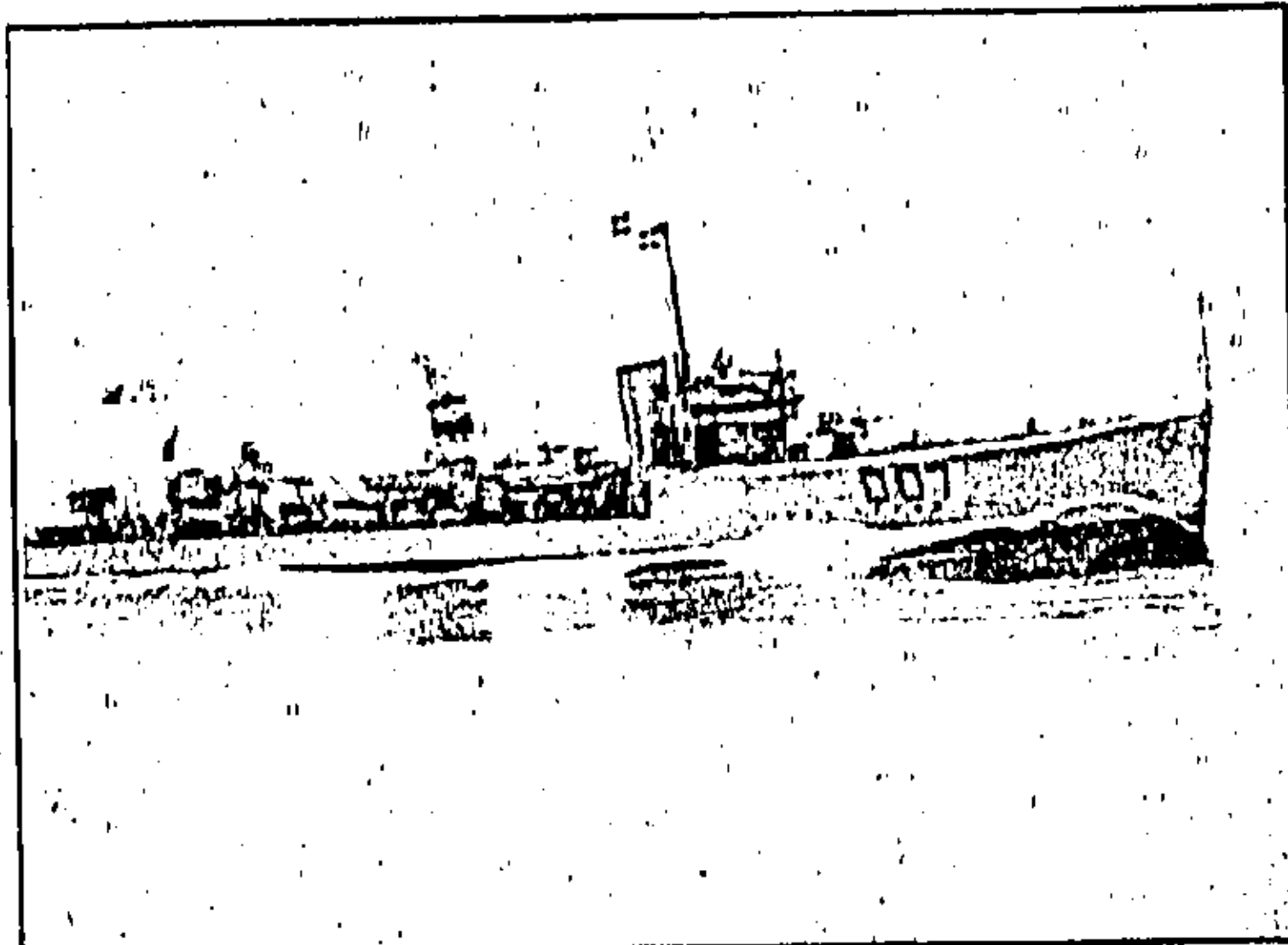
your skill in snapshotting at the critical moment.

It is admitted that the above is a rather severe test, but it is nevertheless worth your time and trouble to attempt it.

However, there are many pleasing subjects in which the movement is oscillatory, such as a child swinging in a garden, skipping, rowing, vaulting, etc. Close observation will show that there are moments when there is practically

no apparent movement at all: as at the end of the swing, or when the rope is above the head in skipping and the body is in its highest position.

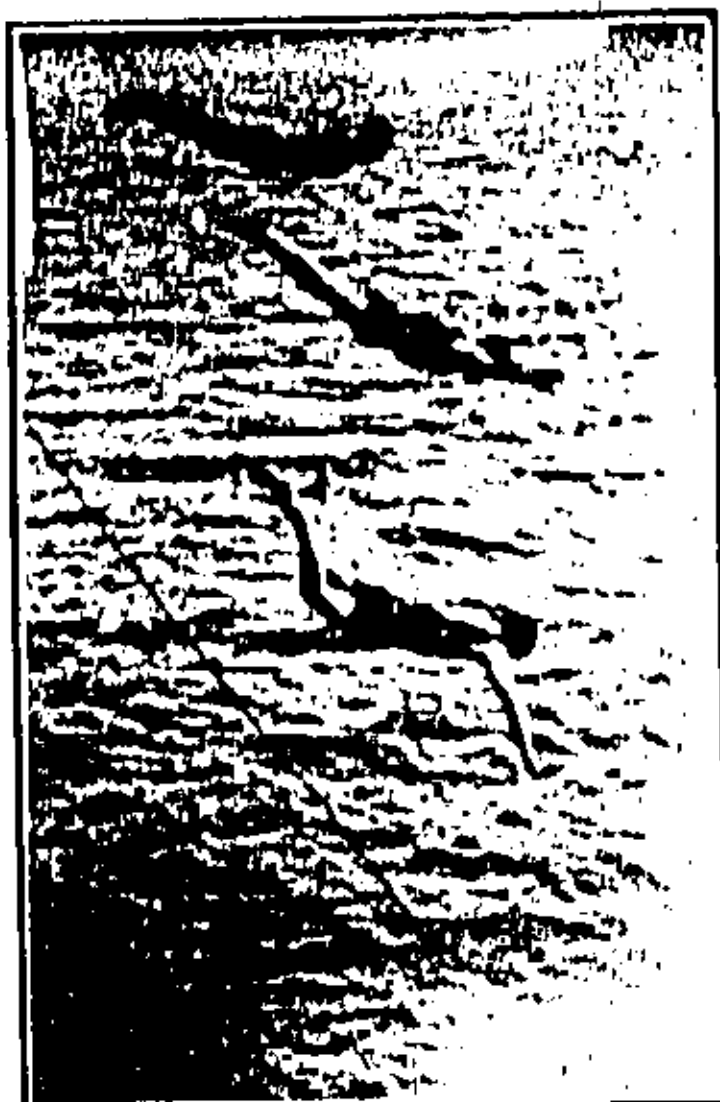
The illustration of the vaulting sailor is a good example of this arrested motion taken at the exact instant between the up and down oscillation, and as he was moving "end on" directly towards the lens the result shows no movement whatever. Yet it was taken with an ordinary camera set to 100th of a second exposure with full



straight towards the lens or them efficient for practical all going away, showing an end on view.

End on views are not practical in this instance, so make a trial half way between "end on" and "broadside on." Keep the camera perfectly steady; the tendency will be to follow the subject with the viewfinder. Don't!

Wait till the horse is in the centre of your viewfinder then calmly press the button. Repeat this procedure. The resultant prints on careful examination will be of much value in teaching you the capability of your camera and



The keen amateur should learn the limitations and capabilities of his camera and the snapping of moving objects will afford a good opportunity for making comparative tests.

As an instance for local readers I would suggest a trip to Happy Valley to take a series of trotting and galloping horses on the days they are being exercised.

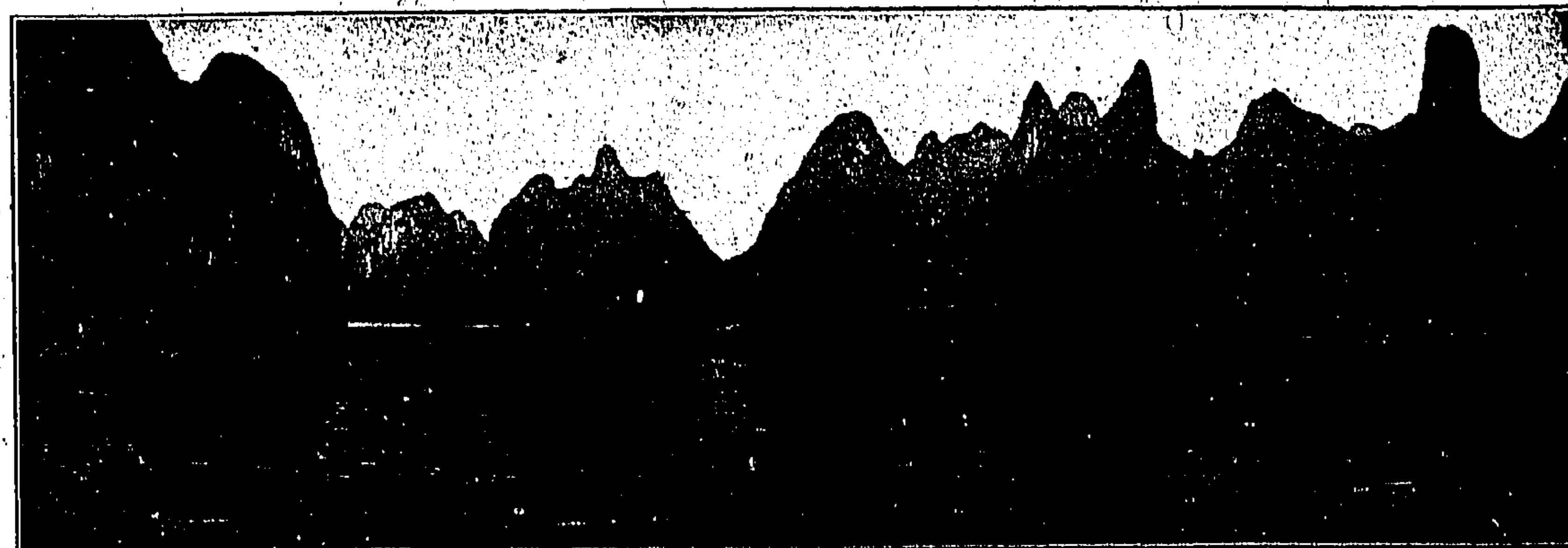
Your camera is quite capable of doing it, but there are a few



aperture, the camera resting on a stool to give steadiness.

Another example of end on snapshotting is given in the illustration of the marathon runner reaching the winning post. In this case the distance between the operator and the two stakes through which the runners would pass was carefully measured beforehand, and camera adjusted so as to get accurate focus, being snapped when the runner reached the stakes, with open aperture and timed to 100th of a second.

PICTURESQUE KWANGSI.



Striking photograph of the beautiful rocky mountains along the Fuh River between the City of Ping Loh and the City of Kwei'in, Kwangsi Province. Dr. Sun Yat-sen, while in Kwei'in, on

his Northern drive, once said that this section was the Switzerland of China, and that when there should be proper means of transportation this beauty-spot would attract many tourists and visitors.

THE CONFESSIONS OF GANDHI.

MARRIED AT THIRTEEN.

Mohandas Karamchand Gandhi has made an abiding impression on the life and history of his native land. Opinions of him vary from the extravagant adulation of the masses and the young men of India to the belief that he is the victim of an inordinate introspective vanity and that he lacks sincerity, since he has stimulated a degree of race-hatred resulting in rioting and bloodshed wholly contrary to his profession of non-violence. Yet he has warm admirers throughout the civilised world, and so acute a thinker as Mr. H. A. L. Fisher gives him a place among the six greatest men of his age. To the enigma of his personality and career Gandhi has given some notable clues in a series of autobiographical revelations which were first published week by week in his Gujarati paper "Navajivan." The translator into English has had the assistance of Miss Madeline Slade, daughter of the late Admiral Sir Edmond Slade, an inmate of Gandhi's ashram as a devoted follower since the beginning of 1926. The autobiography has now been published at Mr. Gandhi's Press at Ahmedabad under the title of "The Story of My Experiments with Truth." An exclusively Indian production, it is bound in the khadi (homespun) cloth on the daily production of which by his followers Gandhi is so insistent. The frontispiece shows the ascetic teacher clad only in a loincloth, and with closely-shaven head, seated on the ground.

His Childhood.
It is to be regretted (says F. H. Brown, C.I.E., in the "Review of Reviews") that the autobiography is not generally available in the West for in it, this almost legendary figure reveals his doings, his thoughts, his strivings, and his secret sins through the first 35 years of life with the freedom of a St. Augustine. His childhood in the Kathiawar town of Porbander, where his father was Dewan of the small State, gave no more than occasional promise of the man he was to become. It was best seen in the stirrings of an uneasy conscience. He was shy at school, but truthful; and to his disadvantage in examinations, failed to take the teacher's hint to copy from others. In his teens he was influenced by a friend to abandon the secret strict vegetarianism of his community as a supposed cure for physical weakness and cowardice. But he gave up eating meat when he found that it necessitated untruthful explanations to his mother on his loss of appetite at home. He took to smoking in secret, and stole coppers to purchase cigarettes. Pained that lack of monetary independence led them to such petty theft, he and his friend decided to commit suicide. They collected dhatura seeds, but, after taking two or three of the poisonous berries, they were afraid to take more, realising that it was not so easy to kill themselves as to think of doing so. Gandhi's first object lesson in ahimsa (non-violence and deliberate suffering

for the wrong doings of others) was from his invalid father when Gandhi handed him a written confession of having stolen gold from the armet of an elder brother. His father showed deep distress, but said not a single word to him of rebuke or remonstrance.

Married at 13.
The sex problem has a conspicuous place in these pages. Mr. and Mrs. Gandhi were married at the age of 13, partly because



one of his elder brothers was to be married and his parents sought by the double ceremony to limit the crippling outlay on wedding festivities in a Hindu home. "Two innocent children all unwittingly hurled themselves into the ocean of life," Gandhi describes himself as a passionately fond but very jealous husband. "If with this devouring passion there had not been in me a burning attachment to duty, I should either have fallen a prey to disease and premature death, or have sunk into a burdensome existence." At 15 he spent much time, when not at the high school, in nursing his father in his last illness, and to this day he deprecates the uxoriousness which led to his absence from the sick room when the end came. "I saw that if animal passion had not blinded me I should have been

spared the torture of separation from my father during his last moments. I should have been managing him, and he would have died in my arms."

An English Gentleman.
A noteworthy feature of Gandhi's student days in London was his effort to become "an English gentleman." He bought a chimney pot hat, spent £10 on an evening dress suit made in Bond-street, and induced his brother to send him a gold double watch-chain. One of his confessions is that each morning he spent 10 minutes before a huge mirror arranging his tie and parting his hair in the correct fashion of the day. He also took lessons in dancing, French, and elocution, and spent money learning to play the violin in the vain effort to cultivate an ear for Western music.

MUSIC AT HOME

[By SIR LANDON RONALD]

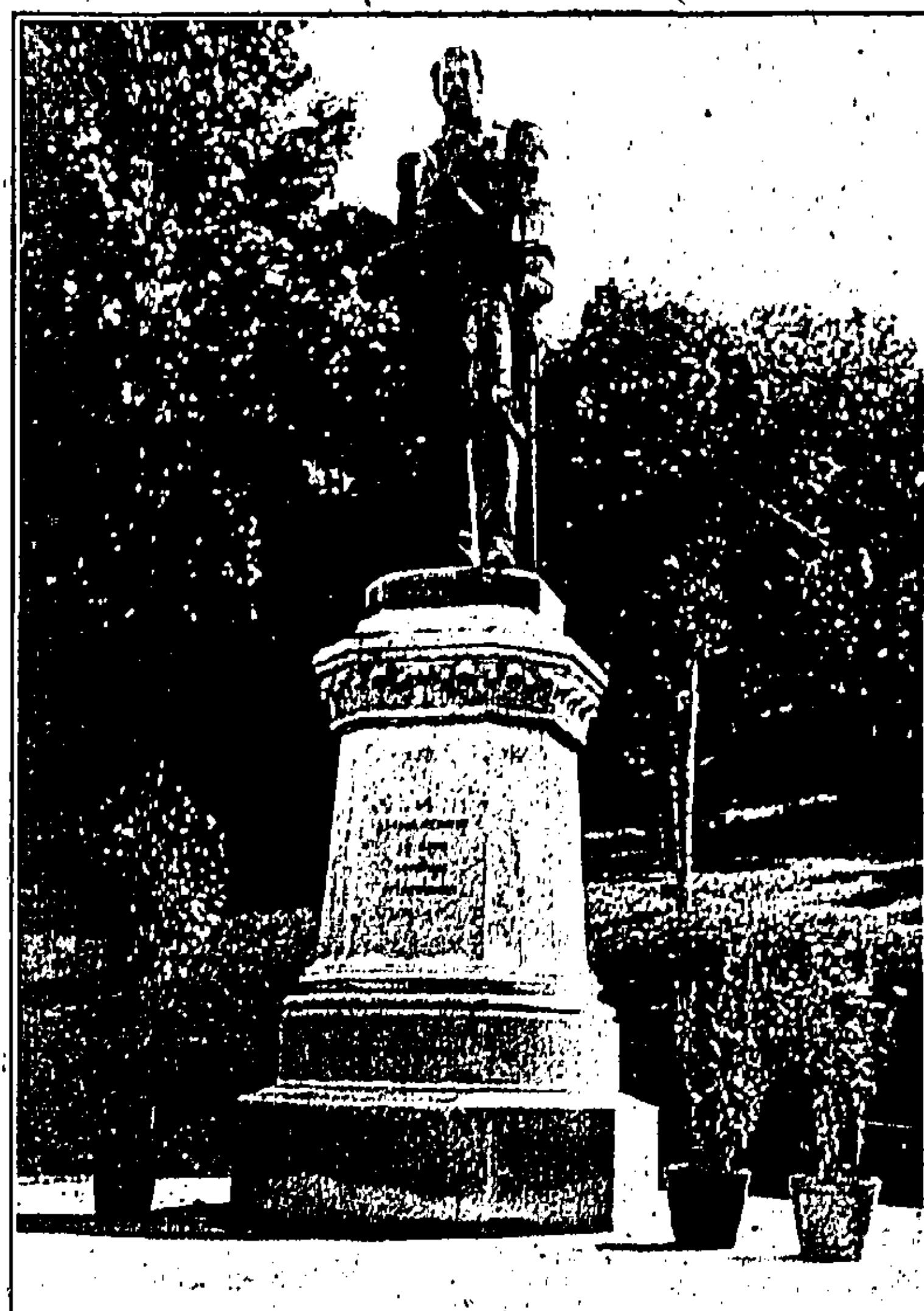
I wonder if it is realized by the general public what a very serious state the music publishing trade is in. I cannot help believing that if it were brought home to them in some definite way, that more support for what is termed "Sheet Music" would be forthcoming.

The sale of songs alone has decreased during the last ten years, by considerably over 50 per cent., with the result that several great firms, instead of showing big profits, find it very difficult to make both ends meet, and others have been compelled to close down. The reasons of course, are not far to seek. The gramophone, wireless, jazz, and above all dancing, have literally ousted music out of the home. Papa is no longer asked to perpetrate his nautical song after dinner, and mamma never practises the piano because no one asks her to play.

Their sons and their daughters are far too busy playing the latest gramophone records or listening to a "topping programme on the wireless" to bother about performing themselves. Nor do they wish to. On the contrary, if May did attempt to chortle a love ballad, her brothers would promptly ask her to "Cut out that sob stuff. We can't play Bridge with you 'fey, nonny, nonnying."

HONGKONG MONUMENTS.

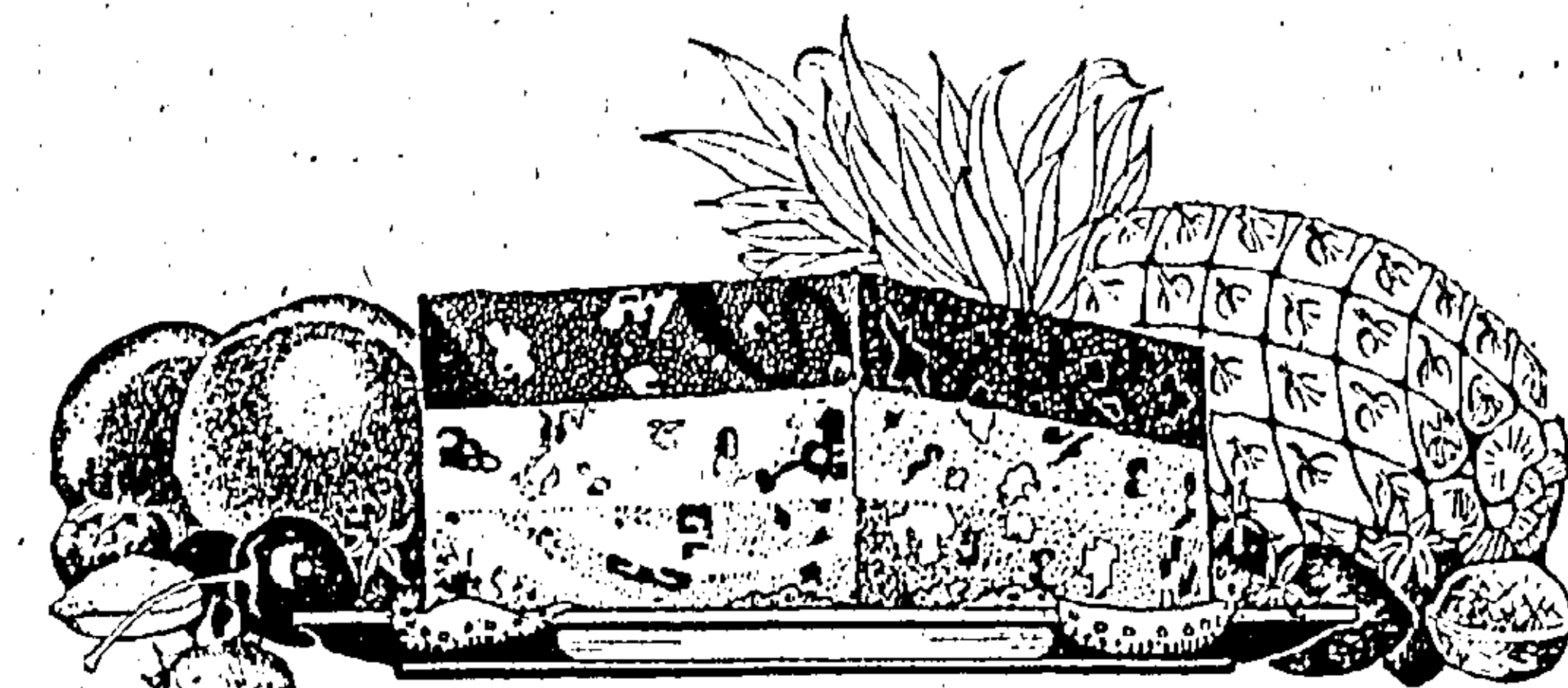
A FAMOUS GOVERNOR.



The memory of one of Hongkong's most noted Governors, Sir Arthur Kennedy, is perpetuated by the above monument which stands in the Botanic Gardens.

It bears a simple inscription recording the term of his office here, and the eloquent words "Erected by the People."

Sir Arthur Kennedy was Governor of the Colony from 1872 to 1877, and during those five years he won the admiration of all classes by his wise and just administration. He was given a grant "and off" on his departure to take up the Governorship of Queensland. He died on a mail steamer in the Red Sea while on his way home in 1883 and as soon as the news of his death reached Hongkong a public meeting was held at which it was decided to erect a statue to his memory.



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Fall Winds
Blow Fashion's Straws
In These Directions:



An Advance Fall Hat
By Cora Marson. . .
The Crown Is Black
Felt and the Brim
Three Shades of Pink



Left, an Afternoon Ensemble
From LeLong. . . The Dress
Is Navy Blue Georgette,
The Coat Is Repe de Soie
Trimmed With Gray Fox



A Maison Beer
Creation . . .
Crepe Satin
In Nile Green
And Navy Blue



A Soft Brown Velvet Creation,
For Fall From Worth. . .
With a Beige Felt Chapeau
From Marcelle Lely

THE woman with a future is a much safer bet than one with a past and the same reasoning holds good in clothes—for discrimination is the secret of style. And she who can sift the new from the old, will always be ahead of the game.

Each season, the designers put out some models that are entirely new in feeling and in design, and others that are reheated and rewarmed from the season before, that can slide along for another six months or so on their past glory.

Unless you cultivate the eye of the eagle, it is very easy to be imposed upon, and to purchase something that has reached the peak of its popularity, or passed it, and completely overlook some new mode that has yet to make its way in the world.

There are many so called "new fall models" to be seen, and many of them will be discarded completely before the winter, while others will be developed and improved, and become the leading models of the winter. Therefore, it is well to watch some of fashion's straws and determine the direction of the winds.

HERE are some points to remember: Skirts for daytime are fuller, and for evening are more irregular and uneven.

Coats come in practically every length, with the seven-eighths length extremely popular.

Hip yokes dip in the back, and give the figure a swaying, swathed line that is decidedly seductive.

The bloused bodice is frequently high in front and low in the back, showing a tendency to compromise between the high and the low waistline.

In millinery the wound turban, and the "skull cap" are close rivals of the cloche and the small brimmed hat.

Lines are easy and graceful, diagonal and fluttering, rather than straight and severe.

Besides the back fullness which has been featured all the summer, the full side, by means of godets, circular insets, and tucks is featured.

In materials, rich fabrics in rich colours are the rule. For daytime, black and the various browns lead, with red, grey, greyish green, and the beige tones very lovely and appealing.

Colours for evening favour grey, gold, black and white, yellow, chartreuse, vivid red, sapphire blue, and various shades of pale and deep pink.

ILLUSTRATED on this page are some styles with a future that can be depended upon to be smart all the winter. Interesting indeed is the fall hat at the upper left. It is in the medium large size, with a crown of black felt and the brim of three shades of pink, with a luscious bow of the shaded velvet at the side.

If your complexion will not look its best under that flattering brim, and if it does not take on a delicate, rosy pink, then you are past hope.

And you can pass right by the smart coat dress from Beer at the upper right, for that combination, too, calls for a fresh lovely skin. This creation combines an upper part of Nile green crepe with a skirt of navy blue satin.

An interesting note is the way the skirt is applied onto the upper section, and how this idea is repeated on the wide cuffs.

Less trying as to colour is the model of beige crepe satin at the lower right. This has plain sides and back, a very full front, and a butterfly bow across the front. Here the plain and glossy sides of the material are contrasted to excellent advantage, and form all the trimming necessary.

THE two interesting ensembles shown are very French in their softness and chic. The short-coated model at the lower left is from Worth, and is developed in soft brown velvet, the upper part of the dress being of velvet of a lighter shade, with white polka dots.

Flared cuffs, and a velvet collar are new notes, and the circular front of the skirt gives the velvet a chance to fall in soft folds, with deep, intriguing high lights.

Particularly chic and appropriate for this costume is the beige felt chapeau that tops it. Simple in design, this hat clings softly to the head and has the visor-like brim that continues to be popular with Parisian milliners.

Gloves of beige doeskin, made in the tailored mannish mode, and beige hose contribute nicely to the ensemble effect. The envelope style handbag is of soft, brown leather.

The long-coated model at the top centre combines an interesting but simple frock of blue georgette, with a rep coat with diagonal folds, and luxurious collar and cuffs of grey fox. A simulated blouse in the back of the coat breaks the very straight line, and shows the new treatment that is more interesting. The lining of the coat matches the fur in colour.



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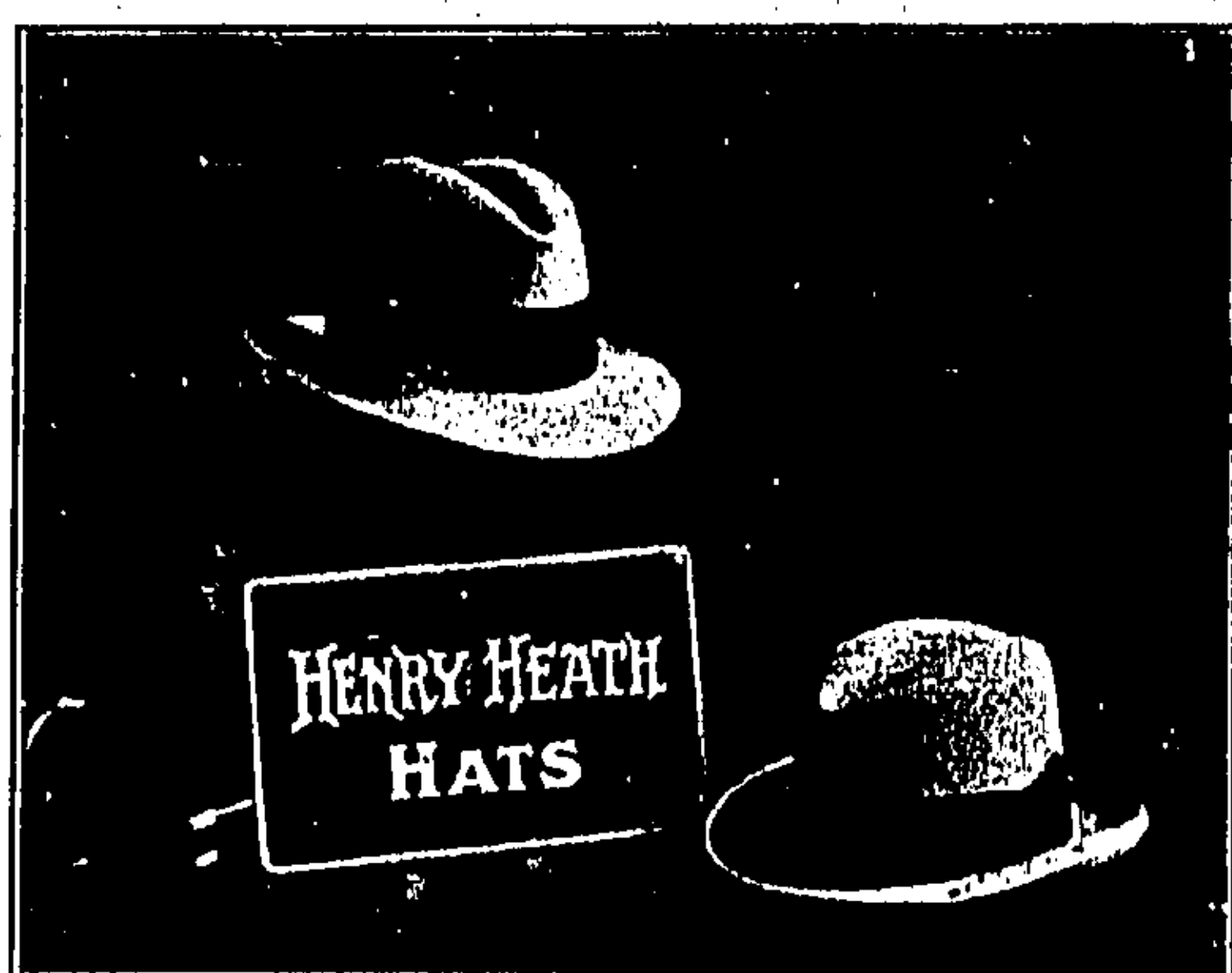
TELEPHONE CENTRAL NUMBER ONE.

Hongkong Telegraph.

Pictorial Supplement

October 6th, 1928.

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Hongkong will shortly bid farewell to Mr. John McCubbin, of the Tulkoo Sugar Refinery, so well known for his long connexion with the Hongkong Football Club.



Charming snapshot of the new Minister of Union Church the Rev. C. Young, and his wife, taken in their garden at home. Mr. Young is expected to arrive here towards the end of this month.



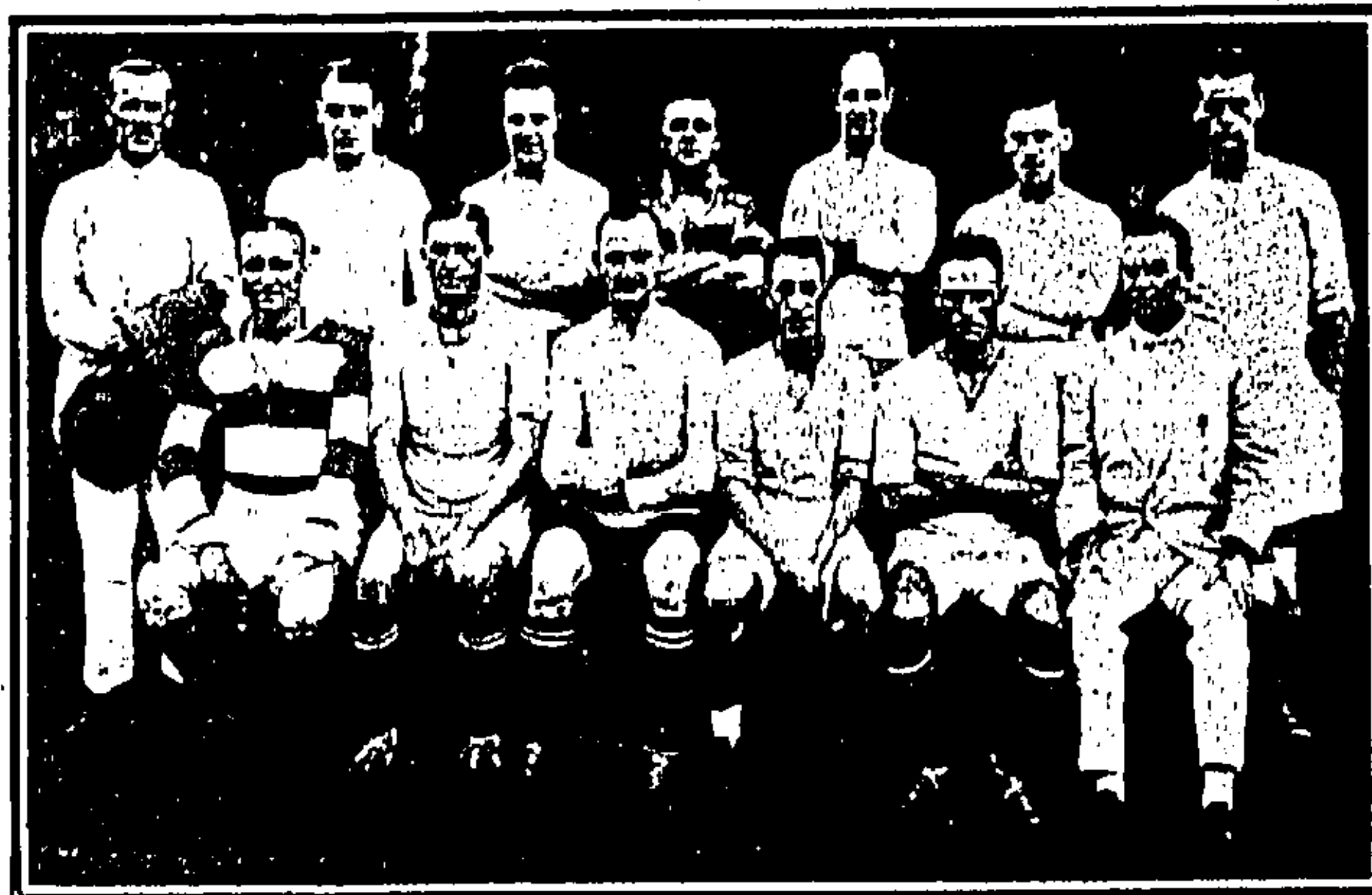
After a ministry at the Union Church, extending over 15 years, the Rev. J. Kirk Macdonald, left, to-day for home on retirement. (Photo: Ming Yuen).

Bathroom Fixtures

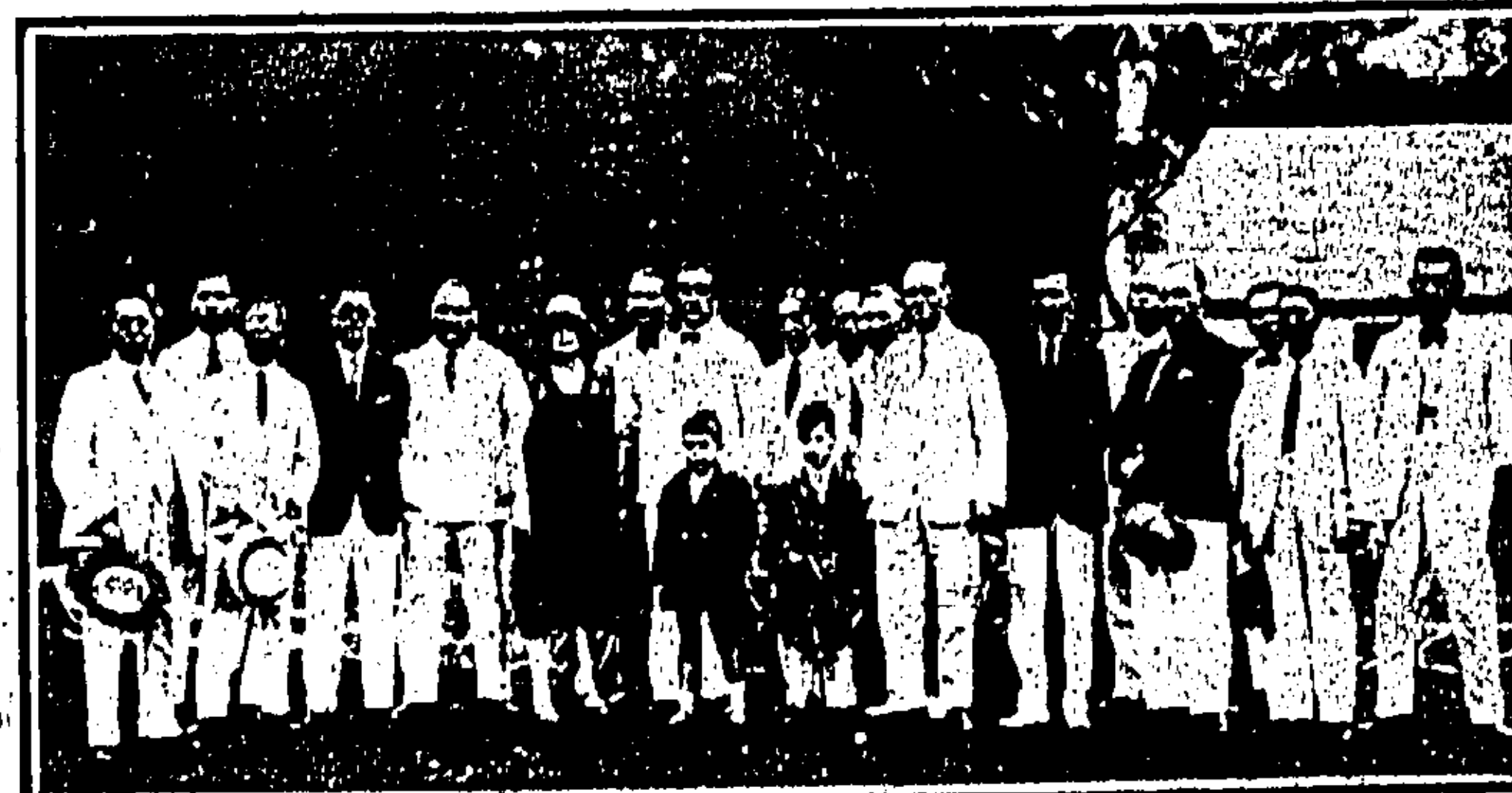
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CHINA BUILDING.



A number of well-known old players will be recognized in the above group of this season's team of the Hongkong Football Club. McBride will this year captain the side. (Photo: Ming Yuen).



Members of the Portuguese Community and others who have worked hard to ensure the success of the Portuguese Pageant at the Grand Tattoo. (Photo: Mee Cheung).



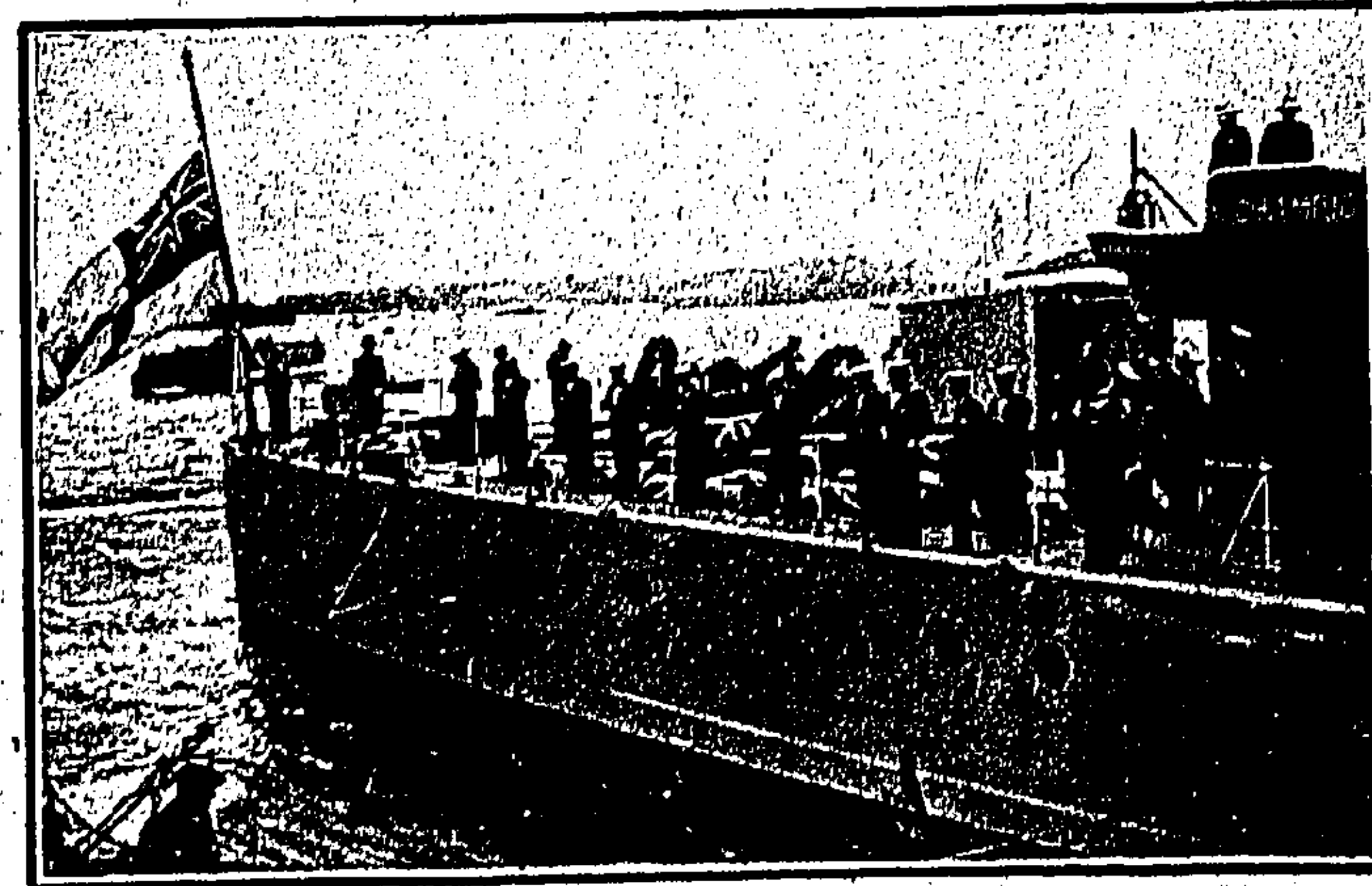
An incident in front of goal in the football match on Sunday last between South China Athletic and the visiting Shanghai Chinese, when the local side won by three goals to one. (Photo: Mee Cheung).



Much is expected this season of the first eleven of the King's Own Scottish Borderers, shown above. The football season is now in full swing, a big programme of matches taking place to-day. (Photo: Ming Yuen).



There were impressive scenes at Haslar, Portsmouth, when, with full naval honours, the remains of the 42 officers and men of the British submarine L55, which was sunk in the Baltic nine years ago, were interred. Our photograph shows the procession to the cemetery. (Photo: Central News).



The above picture shows the arrival at Portsmouth of H.M.S. Champion with the remains of the crew of the British submarine L55 from Royal. Sentinels with reversed arms and bowed heads kept watch over the coffins. (Photo: Central News).

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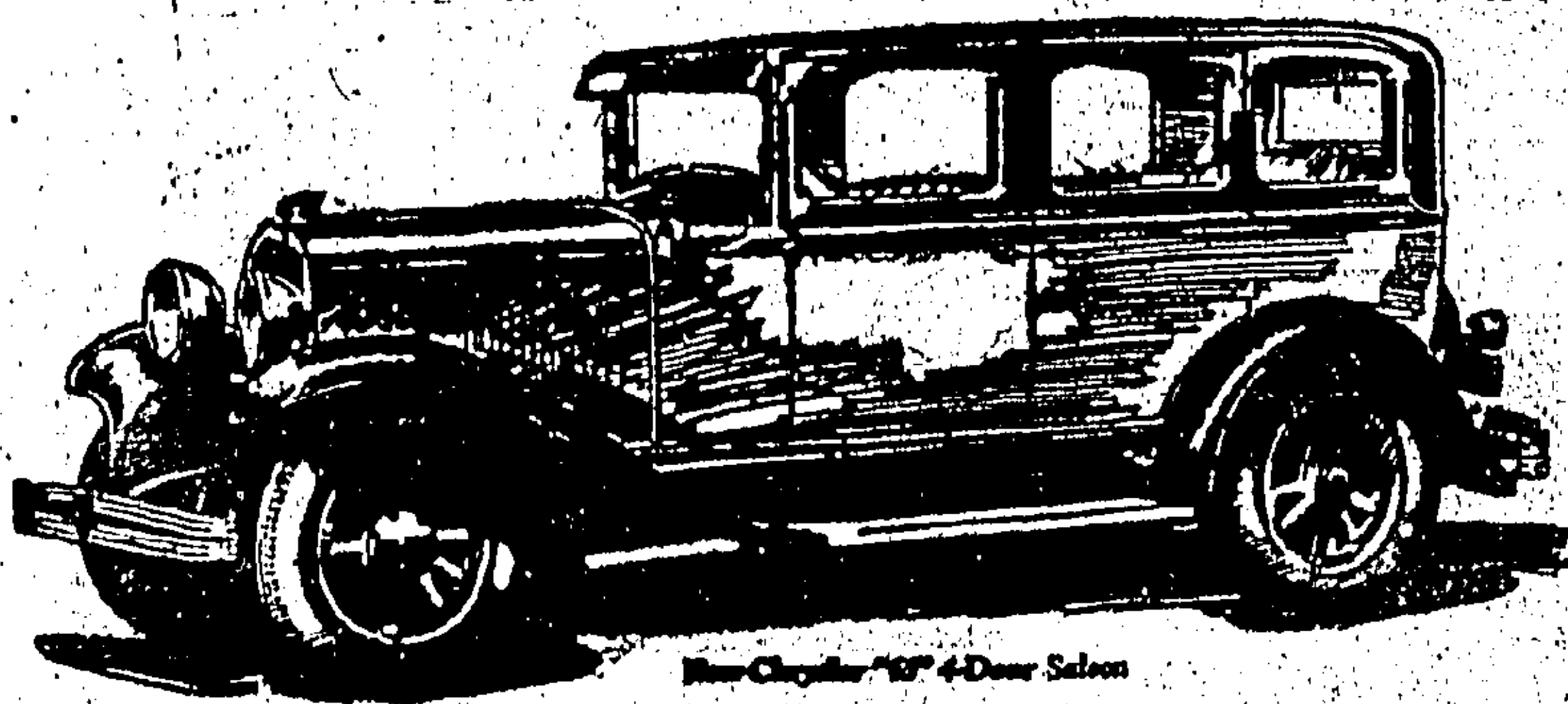
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offerings, beyond anything else the industry provides in performance and style . . . It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars . . . In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile, radiator—new bowl-shaped lamps

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TOURING HINTS.

[By Israel Klein.]

The motor, it seems, didn't run very well on the last trip to the mountains, although it showed no sign of trouble as soon as home was reached.

That's the tale many motorists tell on their return from a long drive. It is a simple admission of ignorance as to the requirements and operation of their engines.

Of course the motor won't run well in high altitude when it is adjusted to perform properly at sea level. Neither will one do its best at low levels when it has been set to run in good condition higher up.

The atmosphere up above is much thinner, and the carburetor begins to gasp for more air while it is being choked up with too much gasoline. It must therefore be adjusted for a much leaner mixture as the car climbs higher.

On the return down grade the carburetor should be readjusted for a slightly heavier mixture, or it will permit too much air to be sucked into the fuel mixture and cause the motor to miss. This should be done even in hot summer, while the mixture has been thinned down considerably at sea level, for the air is still rarer up above.

While the car went scooting up the big inclines of the mountains, it developed all kinds of trouble that ordinarily would not be expected of it on the level. But that, most likely, is the fault of the driver who is unacquainted with hilly roads.

An automobile can't be hurried up a steep incline, although that would be our first inclination in order to make the top of the hill on high. Rather shift into second before getting to the top, than find an overheated, clanging motor marring our further progress.

There's the danger also of burned-out bearings, scored cylinders, diluted crankcase oil, and even a cracked cylinder head, unless care is taken in an ascent. The cooling system needs more frequent changes of water, and the oil must be replenished more often under such conditions.

At times, too, a motorist creeps home cautiously almost without brakes. That's because he used them overzealously on the long and steep downgrades. That won't do. Brakes should be used for stopping and only for occasional slow-downs. But constant braking on a long grade causes the linings to burn out and puts the entire system out of order.

Rather go down in low gear—which is not only considerate for the brakes, but safer and less costly. The compression of the car acts as brake and is more effective on long grades. Occasionally, if the car gets away even from this, the brake may be applied, but it isn't needed so often as when the engine isn't used to hold back the car.

If low gear has to be used, be sure to stop at the top of the hill before starting the descent, and shift to first. You can't shift from high to a lower gear while scooting down a steep grade.

Most likely, in attempting to do this, you'll find yourself coasting down hill in neutral, impossible to mess the gears into a lower gear. There the danger lies, especially where there are curves and sheer drops alongside.

Water boils at lower temperature, when in high altitude. Therefore, it's nothing to get excited about when you see the steam coming out of the radiator vent. But the water should be replenished more often, to prevent the system becoming dry and cracking up the cylinder head.

DIESELS FOR TRUCKS.

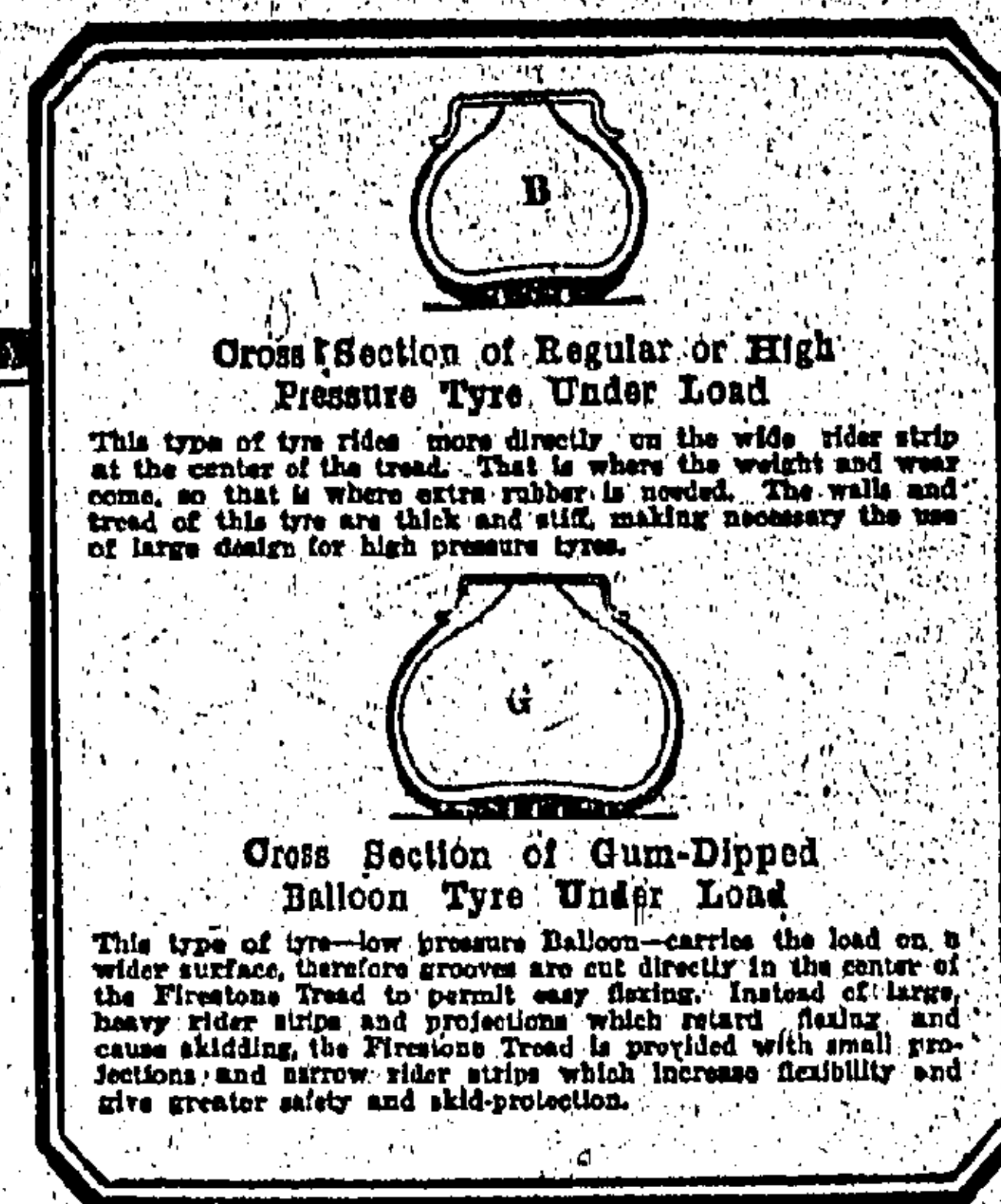
Diesel motors, burning heavy fuel oils, have been perfected for the use of motor trucks, buses and railway motor cars by a firm in Breslau, Germany. Its low weight and high speed, it is said, enable it to compete with other types of engines.

NOTICE

TO

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.



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Eight states now exempt physicians from compliance with speed laws while they answer emergency calls, according to the American Automobile Association.

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Plans for the construction of a motor 'bus terminal to cost 7,000,000 dollars have been prepared by a Philadelphia (U.S.A.) transportation company.

AUTO DERAILS TRAIN.

An automobile ran into a slow moving freight train in Fremont, Neb., and derailed six cars. Representatives of the railroad company are seeking \$6,000 damages.

Facts and Figures

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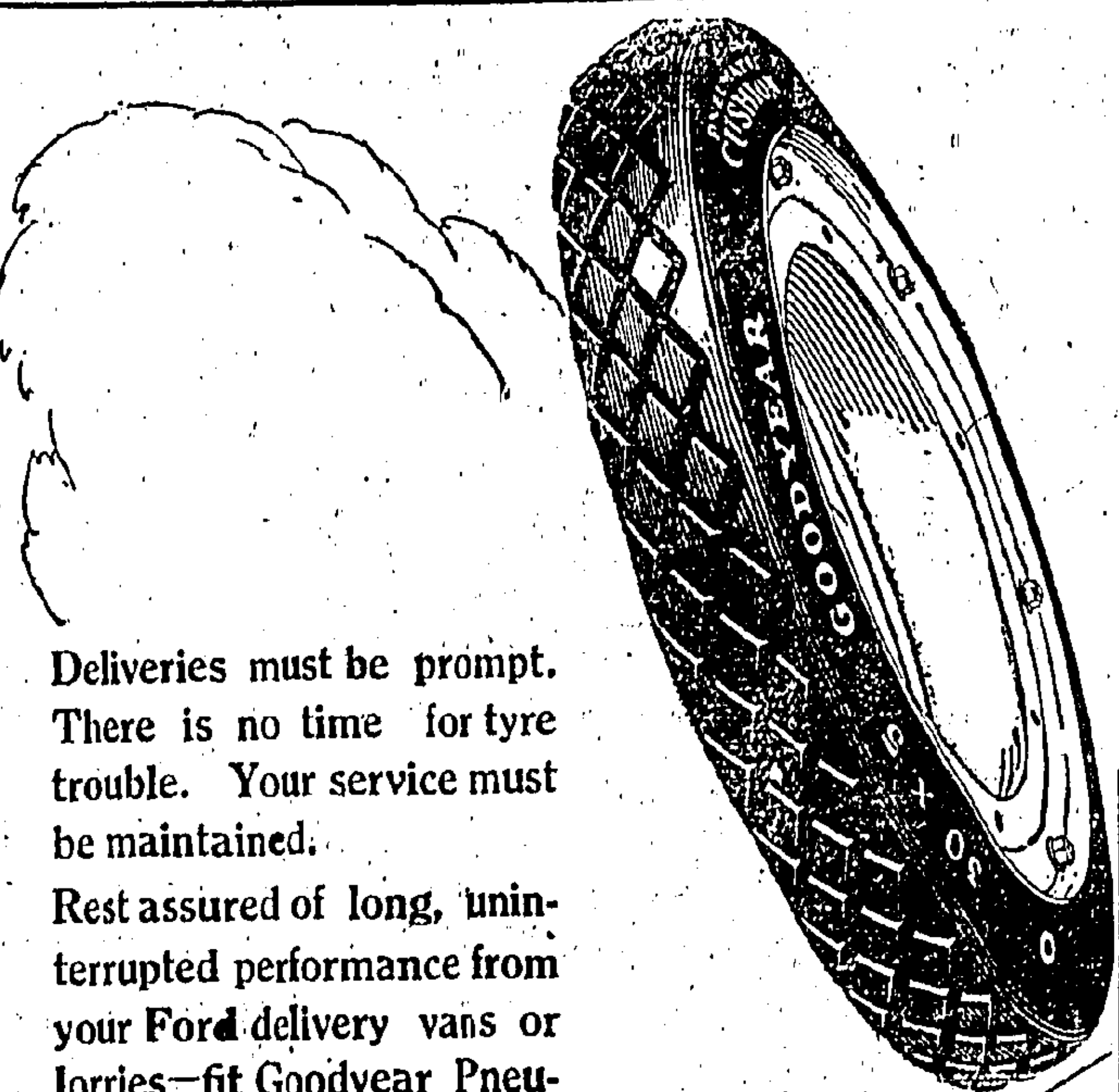
By bare facts . . . listing the actual features that the All-American Six provides. By true figures . . . giving actual sizes and weights of vital parts. By these two classes of unassailable evidence . . . this General Motors Six proves itself the unquestioned leader of its field. The facts are these: Its bodies are by Fisher . . . long, low, roomy . . . the essence of craftsmanship and style. Finished in lustrous, enduring Duco. Staunchly built of selected hardwood and steel.

Its features include the famous G-M-R cylinder head . . . fuel pump . . . triple engine protection by gasoline, air and oil filters. Smooth-shifting transmission. Velvet-action four-wheel brakes. And here are the figures. A 117-inch wheelbase . . . for genuine riding ease. A 212-cubic inch engine . . . smooth and silent at any speed. A 79lb. crankshaft. And so on throughout its specifications. In any comparison . . . facts and figures prove the supremacy of the All-American Six.

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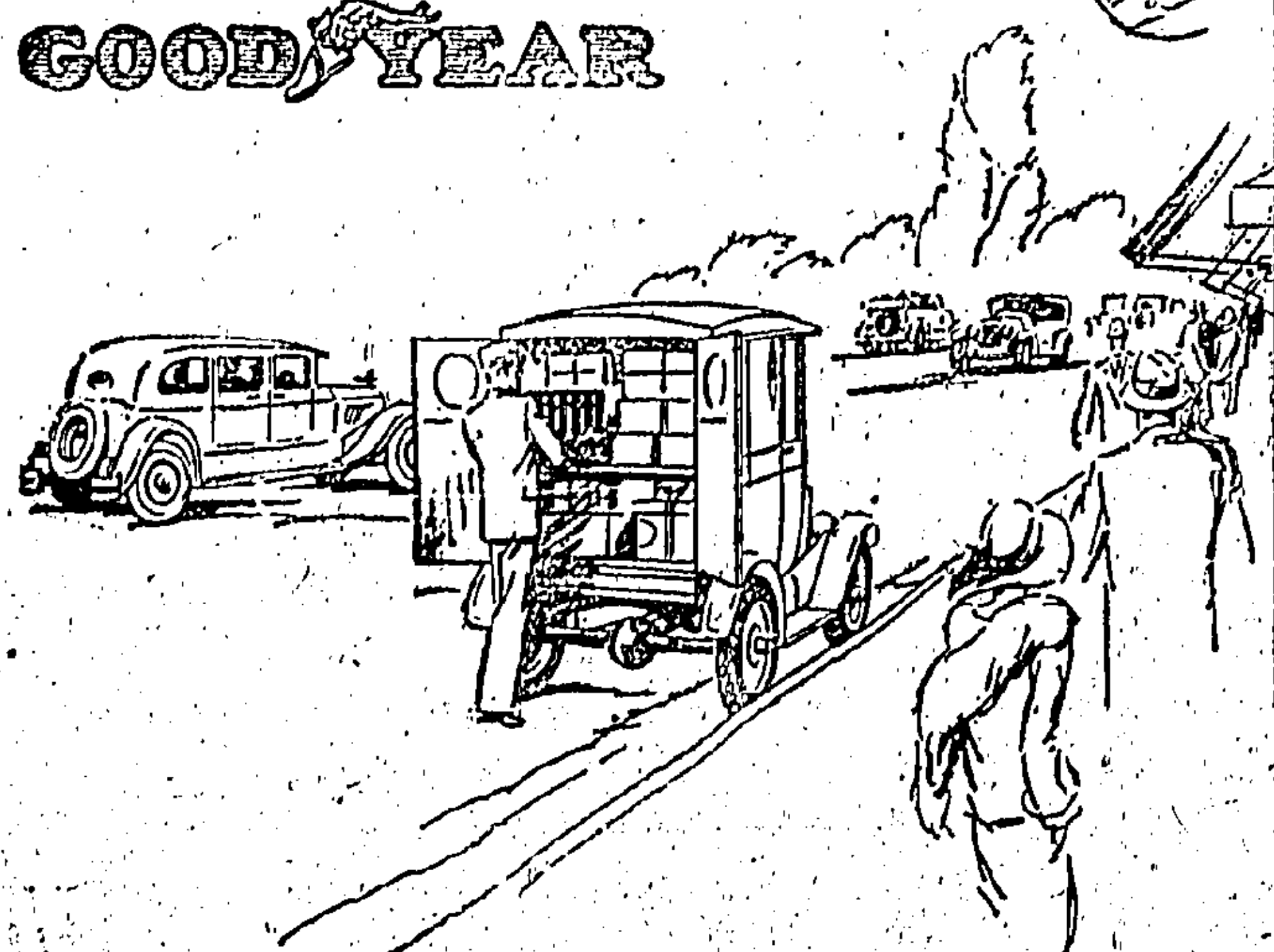


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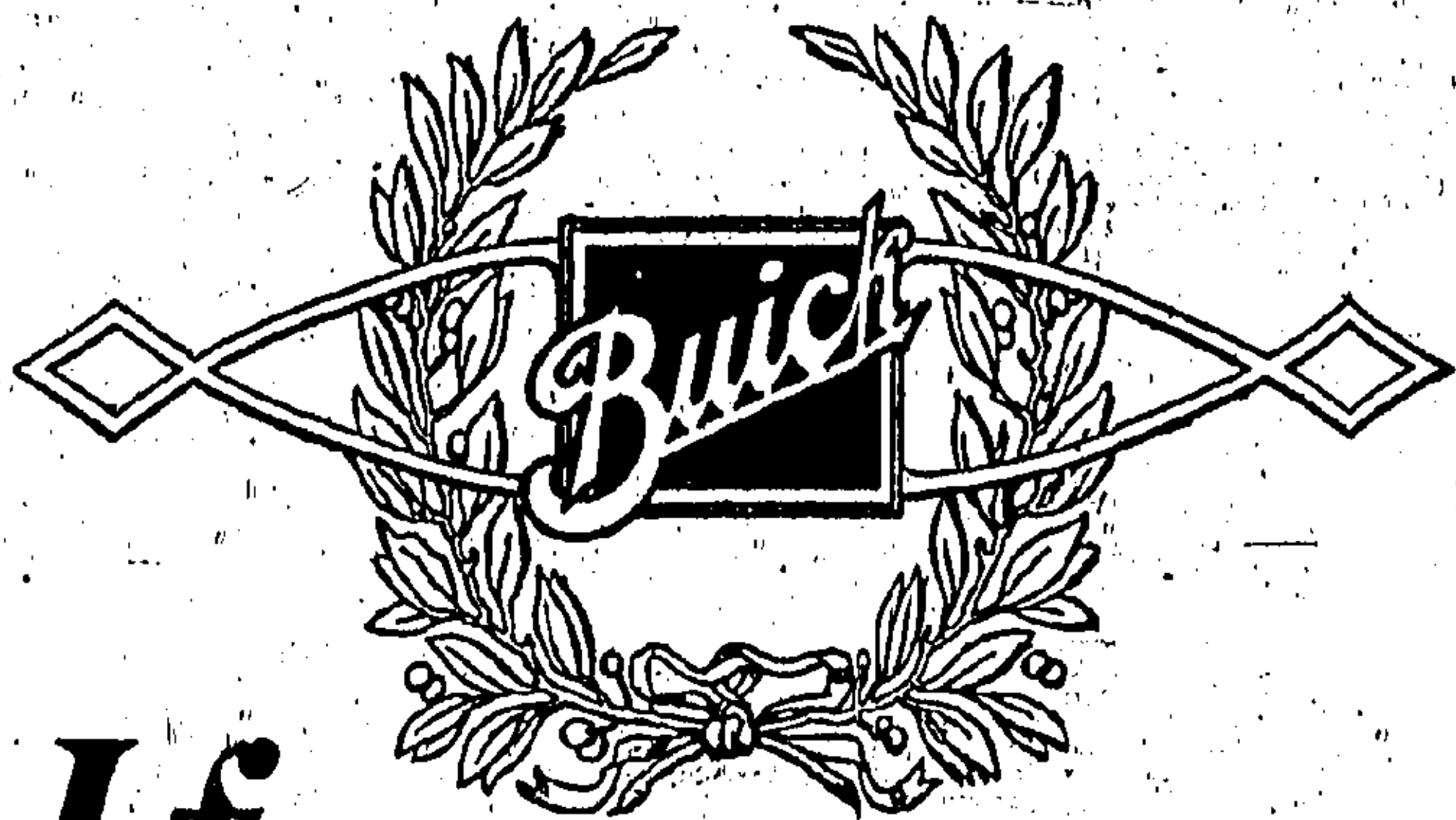


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FAST PROGRESS.

British Motor Methods, AUSTRALIA'S TRADE.

Interesting comments upon the progress of the automobile manufacturer in Britain were made by Mr. Innes Randolph, managing director, General Motors Australia Pty., Ltd., who has just returned from a visit to America, England, and Europe. Mr. Randolph spent some time at the Vauxhall plant at Luton, England, thoroughly familiarising himself with operations governing the manufacture of this British car.

"I was very pleased," remarked Mr. Randolph, "to note the fact that the Vauxhall plant has progressed to a point where its methods of operation are equal in efficiency to the standards set for domestic plants of General Motors in the United States. The personnel of Vauxhall is 100 per cent. British, as is also the spirit and whole outlook of the company. The interest expressed in Australia is emphasised by the fact that the new model 20/60 h.p. Vauxhall at present being sold was designed primarily for Australia to meet the conditions of this market as well as those of New Zealand and South Africa."

"To secure an even more intimate knowledge of Australian motoring conditions, and with a view to constantly keeping the product suitable in design for Australia's needs, the managing director of Vauxhall Motors, Ltd., Mr. Leslie Walton, will visit Australia in September. During his stay here he will travel extensively through the country with a view to further absorbing ideas of local conditions and meeting distributors and dealers who are handling Vauxhall cars, as well as owners of this British car. It is their comments and suggestions and what he himself sees and experiences which Mr. Walton will take back with him to England for use in the development of the Vauxhall plans for enlargement of its growth through the world."

FAMOUS SPEEDSTER.

Kaye Don's Feats.

Mr. Kaye Don who won the International T. T. Car race at Ulster is well-known at Brooklands as one of Britain's cleverest racing drivers.

The International T. T. proved to be one of the most sensational races in motor car history. Out of 44 starters, representing seven nations, only 12 completed the course.

On May 28, at Brooklands, the B.A.R.C. held their Whitsun meeting. Kaye Don won the Gold Star 25 miles handicap, driving a Sunbeam, and broke the lap record at 131.76 m.p.h. A few days before this he broke the flying start kilometre record at 136.39 m.p.h.

AUTOS HELP RAILS.

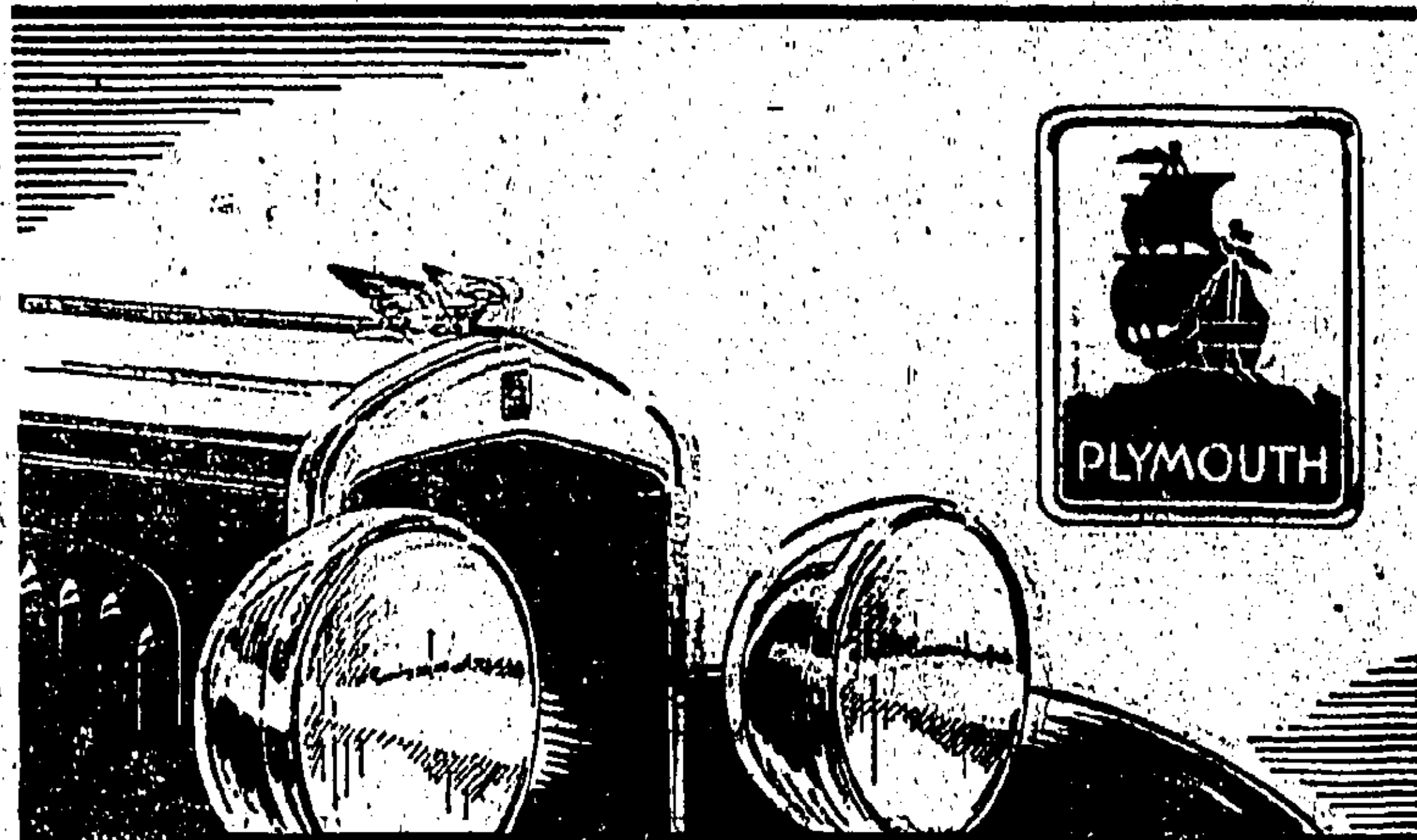
The railroads are prepared to thank the auto industry for the increased business they are enjoying. Petroleum and oil tonnage alone, for example, increased 394 per cent from 1913 to 1927.

"ON THE SKEW."



This is what might happen to us if we tried to squirm between two tram cars, or if we met an express train in a tunnel. This freak belongs to two up-to-date Music Hall stars.

NEW CHRYSLER PLYMOUTH



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New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterise fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

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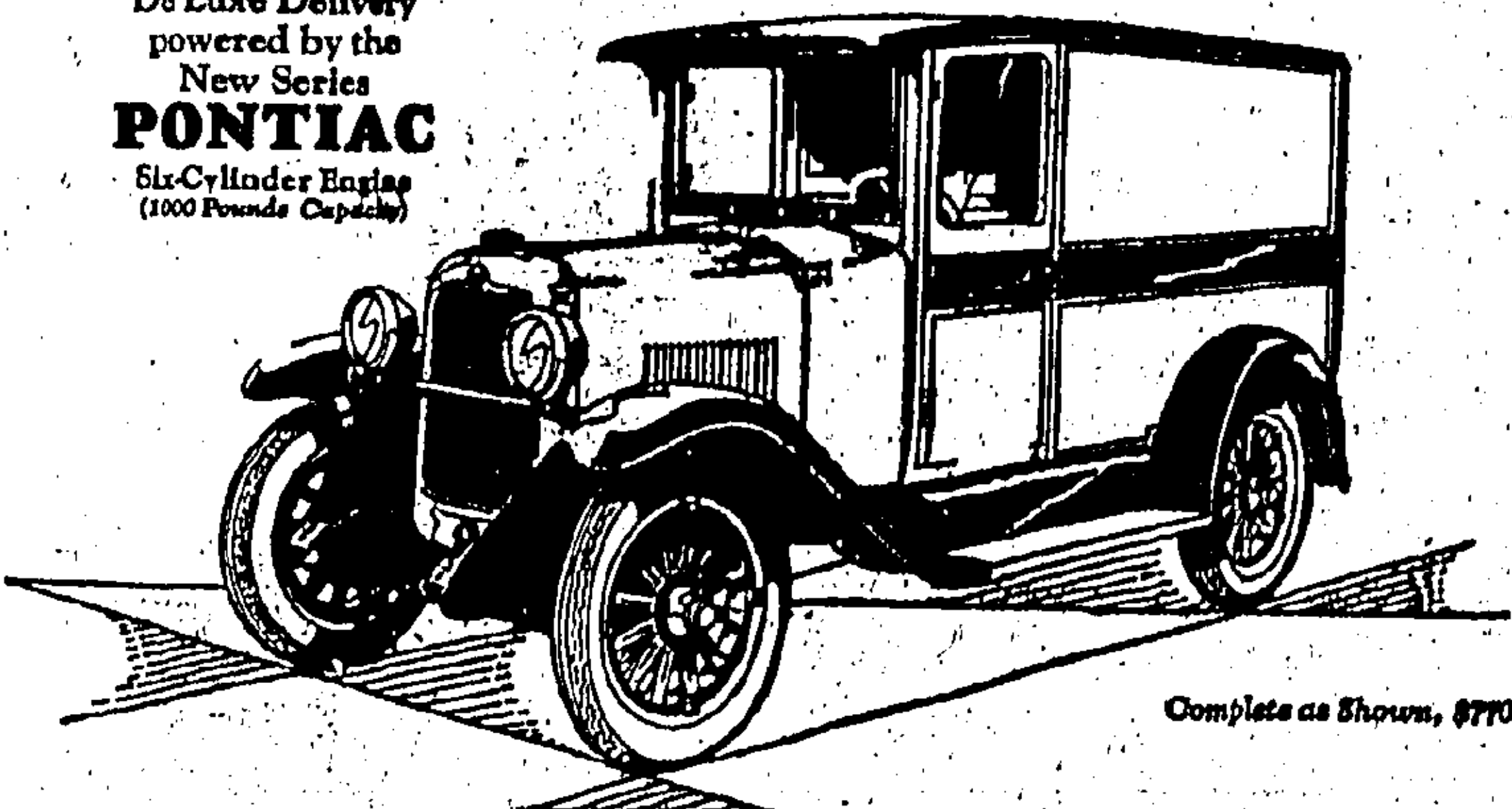
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With Panel Body - \$770
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Chassis prices:
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Two Ton - \$1200
Two and one-half ton - \$1250
Three Ton - \$1300
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Why changed motoring conditions demand the use of quality oil.

No. 4

How Increased Traffic affects your engine.



Motor traffic in the Far East is not quite the traffic of London or New York. But for every eight motor-cars you saw a year ago, there are ten cars to-day.

More cars in the crowded city streets—more cars on the country roads. More times to slow down, to stop, and speed up again. As you shift your gears through this increased traffic—what happens?

Any engineer will tell you this:—

When traffic slows you up you are sometimes forced to run your engine slowly, at an idling speed, to while the engine idles, oil accumulates in the combustion chambers and burns up in only a

smothered way. Under this condition ordinary or incorrect oil may cause greatly increased carbon deposits—and carbon deposits mean trouble—repairs—bills.

Then, when you speed up again, the quick acceleration puts a heavy burden on your engine. Very often there is more strain in one quick start than in a whole mile of normal driving.

Start! Stop! Loiter! accelerate and away, mile after mile. To-day's increasing traffic puts an entirely new burden on both your engine and lubricating oil.

But your 1928 Mobiloil retains its body and quality under this added strain better than ever before.

Ordinary oils, cheap oils, will not do in your to-day's motorcar engine. They break down under the added strains and higher temperatures.

The only sure way to protect the life and performance of your motorcar is by using the correct grade of Mobiloil. The Mobiloil chart is approved by 609 automotive manufacturers. Consult the Chart and ask for Mobiloil at your dealer's.



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VACUUM OIL COMPANY.



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By Small



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FIFTY YEARS OF SUCCESS

1878-1928

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THE BEST BECAUSE THEY'RE

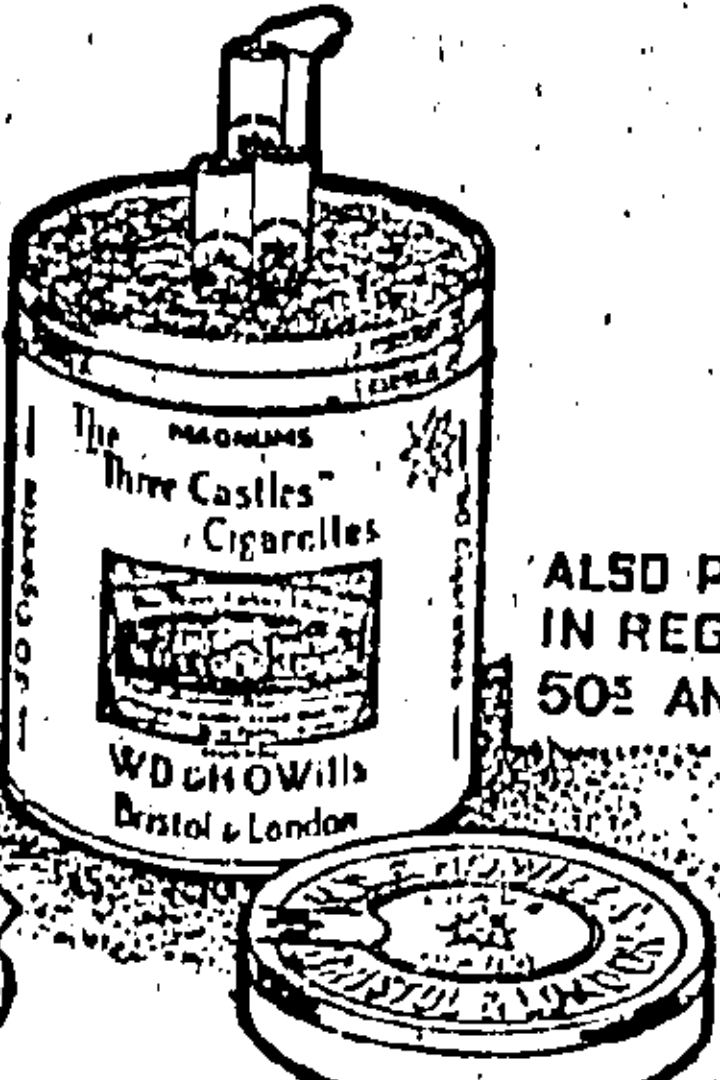
THE OLDEST

BUT

THE OLDEST

BECAUSE

THEY'RE THE BEST!



Three Castles

ALSO PACKED IN REGULAR 50s AND 20s

EXPERT POST OFFICE THIEF TRAPPED.

CHIEF CONSTABLE'S FOUR WEEK'S VIGIL.

A policeman's son who specialised in robbing post offices, and who fell into a trap laid for him at Ramsgate Post Office, was sentenced to five years' penal servitude at the Old Bailey recently.

The man, George Harold Smith, aged 26, described as a motor driver, admitted breaking into post offices at Dorchester, Sittingbourne, Horsham, Maidstone, Canterbury, Southend, and Hastings before the Ramsgate offence.

He also confessed to having arranged to break into post offices at Dartford, Tunbridge Wells, Portsmouth, Margate, and Bromley had he not been caught.

Mr. Forster Boulton, prosecuting, stated that the Chief Constable of Ramsgate had cleverly assumed that the Ramsgate post office would be visited, and for four weeks he and two constables watched inside the building at midnight from July 2. Smith broke a window, pushed back the catch, opened it, and dropped inside. He was at once pounced upon by the waiting constables, and found to be wearing gloves.

Mr. Samuel Flowers Butler, Chief Constable of Ramsgate, stated that Smith was the son of a pensioned police officer. He had been twice convicted, once for house breaking. Smith was working as a builder's labourer when he started specialising in breaking into post offices. He broke into the Dorchester office twice, and at Sittingbourne stole £358. He had a holiday with part of the money, and put £52 10s. in the Post Office savings bank. At Maidstone he stole, among other things, a sapphire and diamond bracelet, worth £250, which he sold for £50 at a London shop. He worked alone, and, having found out offices which closed on Saturday night, he inspected them carefully. When arrested he had a Post Office guide and an A.B.C. time-table in his possession. He had retained the Hastings Post Office date stamp with which to stamp unissued postal orders.

Bogus Confession.

Mr. Butler mentioned that a man, Alfred George Pope, sentenced to five years' penal servitude at Gravesend for burglary, had wrongfully confessed to the Sittingbourne robbery. The matter was submitted to the Home Secretary. Smith throughout had strongly expressed his desire that no other person should be punished for his wrong-doing.

Smith, in a statement, said that he had married a good woman and let her down badly. "I was in work," he continued, "and I was without any reasonable excuse in going stealing again."

The Recorder (Sir Ernest Wild, K.C.), passing sentence, stated that the public owed a debt of gratitude to the vigilance and acumen of Mr. Butler. He ordered Smith to pay a sum not exceeding £20 towards the cost of the prosecution.

OVER THE DANUBE IN A BED.

THE "SILLY SEASON" IN HUNGARY.

Budapest, Aug. 29. A scattered-brained adventure is reported from the village of Bata, near Pest. A short time ago an Austrian, who resides in the village, announced his intention of navigating the Danube, as far as the Black Sea, in a beer barrel. The projected feat excited the imagination of the neighbourhood, and it is stated that the Pannonia Brewery actually made him a present of a barrel of beer in the hope of accelerating the date of the start. But when the barrel had been appreciatively emptied its recipient apparently considered it a too close fit, for he announced that he would make the voyage in a bed instead.

Crowds came from near and far to witness the launching of the bed—an old, four-poster with a tent stretched across the posts and two beams, three metres long, nailed to the bottom—but as soon as it cast off from the shore it sank like a stone, and the adventurer and his dog were rescued with difficulty. In spite of this set-back, however, the Austrian asserts that when he has mastered the elementary rules of seamanship he will set forth in his bed once more.

Samuel Polgar, the driver of the Budapest one-horse, "Comfortable No. 132," has decided to emulate the numerous "international tour" champions which the summer has brought forth, and has started to drive his horse, Cstling (Star), through Austria, Czechoslovakia, Germany, Holland, Belgium, France, and Italy. Polgar has taken a gunsmith named Janos Millaka as his travelling companion. He carries a book in which he intends to collect the seals of the towns through which he passes, and six thousand picture postcards; by the sale of which he hopes to buy provisions en route.

GENE TUNNEY ON SPORTSMANSHIP.

BOXING SHOULD BE STOPPED IF IT DIES OUT.

Before a small but remarkable audience collected by Mr. Harry Preston at the Piccadilly Hotel, Mr. Gene Tunney, the world's heavyweight boxing champion, threw off his mantle of reserve and made a brilliant speech on the psychology of boxing.

His listeners, who numbered 40, included Lord Clyde, Sir Godfrey Thomas (the Prince of Wales's secretary), Lord Dalziel, Mr. Arnold Bennett, Sir Henry Curtis-Bennett, Sir John Lavery, Lord Deedes, Mr. George Graves, Mr. C. B. Cochran, and Lord Plunkett.

Mr. Tunney said: "There is only one contest in the world which would get me back in the ring. It would be a fight between Jack Dempsey on July 2, 1919, and Gene Tunney in July or August in 1928, of their careers. This, I repeat, when both men were at the peak is the only contest in which I should be interested. But as that can never take place, I will never come back to the ring."

"England is the cradle of modern boxing. From England we get sportsmanship. If sportsmanship begins to die out in boxing then I think it ought to be stopped."

"Much has been spoken about the necessity of a boxer possessing the killer instinct in order that he should win. Personally I think that this phrase was coined by a romantic and imaginative writer with no knowledge of boxing. The desire to kill takes place, I imagine, only when the opponent is helpless."

"It seems, in fact, that a boxer is most ferocious when his opponent has his guard down and is helpless against the ropes—in other words that he is ready like a cleaner to put him in an ashbowl. A man who has such an instinct on such an occasion is merely brutal, and this instinct in fact, enters when competition stops."

"There cannot be competition when one man is strong and fresh and the other is finished. It merely becomes brutality. Yet it is on an occasion like that that the public shouts 'Kill him, kill him!'"

"When I heard a college man shout like that I was disgusted and began to wonder whether boxing was a good thing. In my opinion sportsmanship is essential to boxing, and if that disappears then I think boxing ought to stop."

"I took up boxing with the ambition of becoming the heavy-weight champion of the world. I attained the object considerably by good luck. Having done that, boxing has no further interest for me; indeed, it seems foolhardy for me to continue in it. An artist always thinks that his greatest masterpiece is to come, while the business man wants to bank as much as he can."

"In boxing, once one has reached the heights one has reached them. There is nothing more to it. In the circumstances boxing has no further incentive for me. I have taken out of it all I want for my small needs. It is with a feeling of gratitude that I now retire from it, and I hope that a clean-fighting, upstanding sportsman will take my place—one who is not too interested in money and one who is cognisant that the eyes of the youthful world are upon him, and that he will be an example to the youth of the world."

Hear your favourite records on the new Decca Six-Six

Hear those very special records of yours—the ones reserved for those delicious moods contemplative—the jazz ones with which you brush away the cares of life—Try them on the new Decca 66. You'll hear more music on them and love them all the more. Phrases and deep bass notes hitherto lost are now revealed. Hear this wonderful machine. It is handy, compact and carries seven 10" records.



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Glaxo

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"Builds Bonnie Babies"

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A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of over 300 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

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ELECTRO-PLATING

FRIGIDAIRE REFRIGERATORS

KAILAN MINING ADMINISTRATION

COAL-CERAMICS GLASS

ANOTHER TATTOO SUCCESS.

BIG CROWD PRESENT LAST NIGHT.

ILLUMINATED CARS MAKE A FINE SHOWING.

PRETTY DANCING.

News of the success of the first night of the Grand Tattoo having spread like wildfire all over the Colony, it was small wonder that every available seat at Sookumpoo was taken up last night when the second night's programme was presented.

In the main, the presentation on the second night was the same as on the opening night, there being only two variations. The first of these was the substitution of English dancing for the Khatik Dance, and the second was the staging of an illuminated Car Parade in place of the Chinese display.

The booming of guns promptly at 8.30 p.m. marked the opening of the night's entertainment. His Excellency the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., was heralded into the grounds by a fanfare of trumpets. The K.O.S.B.'s provided a very smart Guard of Honour. The muscled band of the various regiments then entertained the spectators for the next twenty minutes, and this item in itself was worth going a long way to hear. Apart from the splendid music, the number of soldiers that made up the bands provided an imposing spectacle.

Twenty-five minutes after the opening, the "Gathering of the Clans" was staged with vivid realism; the lighting of the beacons on the hillside was most effective and the approach of the clans towards the centre of the grounds, in "time" with music rendered by the Scottish pipers, was very finely done.

Maypole Dance.

When the ground was next illuminated it was to see a number of happy children garbed in dresses of red, blue, green, yellow, white marching through the gate of "Edinburgh Castle" towards a Maypole fixed in the centre of the ground. These were children from the Garrison School who treated the audience to a delightful spectacle. The "Maypole Dance" was performed to the tune of "Come Lassies and Lads" rendered by the muscled bands. The children all held streamers suspended from the top of the Maypole, and after circling round the pole in frolicsome manner for some five minutes, the varicoloured streamers were entwined round the pole in a striking network. The children next formed a circle and danced, the Maypole. This item was very cleverly rendered by the children, who at the end received the unstinted applause of the audience.

Ladies of the Colony, thirty in number, next provided spectators with a Morris Dance, the music, supplied by the Muscled Bands, being the Morris Dance from "Henry VIII" (German). Here again the performers were garbed in dresses of pretty colours. The steps were prettily and effectively carried out and the spirit of gaiety was rendered more prominent by the skilful handling of searchlights used to illuminate the dance.

The two dances taken together were undoubtedly successes and much credit is due to Miss Daisy O'Keefe who was responsible for arranging them.

Motor Car Parade.

"Torchlight Evolutions," followed by "At the Outpost of the Empire," depicting a lifelike modern battle scene, were next gone through, after which came what might be described as the star turn of the night, in the form of an illuminated motor car parade.

With the Tattoo grounds in darkness, the appearance of a long line of cars illuminated in lights of many colours and in forms that were difficult to pick out from a distance, was a spectacle that was extremely pleasing to the eye. The very first machine was a three-wheeler car of Mr. P. Sands which was cleverly concealed under paper decorations representing a fish.

The "Fish" was followed by a Harley-Davidson advertising exhibit and several other motor cycles, some of which were decorated in the form of horses. The first motor car to file past the official box was indeed an effort worthy of mention. It was executed in Chinese paper work and depicted a scene in a Chinese garden, with a pagoda and small pavilion included.

The next to file past was an entry by the Tramway Company.

AUTOGIRO PLANE FLIGHT.

CAPT. COURTNEY AS PILOT TO BERLIN.

WITHOUT INVENTOR.

The newly-invented autogiro plane again figures in to-day's news, the latest flight on which it engaged being from Brussels to Berlin, with Captain Courtney, the noted British airman, as pilot. It will be recalled that the machine, which is capable of making vertical ascents and descents, was recently flown by the Spanish airman, Senor de la Cierva, its inventor, across the Channel from Lympne to Boulogne, after which it proceeded to Paris, having since made the trip to Brussels. It has a speed of 100 miles per hour.

A letter's message from Brussels to-day states that the autogiro has now departed for Berlin, with Captain Courtney as the pilot. Captain Courtney will be remembered as the airman who recently made a record flight of 4½ days from India to England.

Senor de la Cierva was not aboard the plane when it left yesterday for Berlin.

Built on a Lister Auto truck was a framework of red flowers and green leaves which formed a suitable setting for the Tattoo Emblem, a tiger couchant on a red triangle. On another tier was a perfect replica of a tramcar about three feet long.

A Fine Model.

The Agents for the Chrysler cars entered five machines, four of which represented the latest (1928) models and carried illuminated letters which when taken together formed the word "Chrysler." The uneven movement of the cars over the ground, somewhat spoiled the combination effect, but nevertheless the idea was very good. Another entry by the Chrysler firm was a fine large model of an old American fighting boat, somewhat resembling a junk, which was illuminated throughout, this being the biggest that took part in the parade.

The French car, Peugeot, which only arrived in the Colony about a week ago, next filed past, being decorated in lights coloured after the French flag and executed in the form of a large cockerel.

The Essex entry was next, the word "Essex" being very prominently illuminated.

The next was a scene taken from the Chinese classics and depicted men and women in ancient Chinese dress engaged in their daily occupation by the side of what appeared to be a flowing river.

A miniature service station, complete with gasoline, air and oil pumps, a model car, a tiny attendant and a dandy customer, was the entry of the Standard Oil Company. The service station was complete in every detail.

It was unfortunate that the entry of the Overland Whippet Company was not well illuminated. The car as it filed past appeared to bear no decoration, until a closer scrutiny revealed the presence of a huge whippet over the hood.

The Gas Company's exhibit showed a scene that represented a kitchen, with a complete set on cooking implements. A geyser and different forms of heaters were shown at one end of the kitchen, built on a lorry.

The Asiatic Petroleum Company had an entry advertising Shell motor spirit and oil. The "Shell" was executed in red lights and the placards on the side were illuminated by white bulbs, the effect being a striking combination of red and white.

A Chinese Dragon.

One the prettiest displays took the form of a twelve-foot dragon, made of paper and illuminated from within. The head of the dragon swung to and fro gracefully and conveyed the impression that it was saluting the vast audience as it passed. This entry was made by Mr. C. R. C. Ham.

A large shoe filled with pretty damasks caused both amusement and appreciation. For novelty of conception this entry ranked amongst the best.

The St. George's Society car bore a silhouette of St. George on the fore part and commanded a good deal of admiration. The decorations were red and white paper roses, and pikemen and beef-eaters were included. Those riding on this car were Miss B. Budden, Miss J. Black, Miss Brooks and Miss D. Booker.

A very effective entry was made by the Fiat agency, consisting of a 509 Coupe decorated and illuminated in Italian colours, green, white and red. Surmounting the car was an illuminated Fiat badge, a similar emblem being at the rear. The Fiat Agents, it is learned, presented to Mrs.

(Continued on Page 10.)

LEAVING AFTER 22 YEARS.

MR. J. MCCUBBIN DEPARTING FOR HOME.

FOOTBALL VETERAN.

Hongkong is shortly to lose another old resident, in the person of Mr. John McCubbin, who is leaving for Home on the P. and O. liner Morea on Saturday next, after 22 years' residence in the Colony.

Mr. McCubbin came out to Hongkong from Greenock on March 9th, 1906, as chief sugar-boiler to the Taikoo Sugar Refinery, a position which he has ever since held. In this post he has proved an able and conscientious servant of the company and his services have been much appreciated.

In the realm of sport, Mr. McCubbin will be greatly missed, especially in football circles. When he first came to Hongkong, Chinese spectators at a football match were a rarity, whilst the only Chinese who played the game were youngsters who used stones or coats for goal-posts. In recent years, however, the game has made great strides with the Chinese community, and thousands of spectators turn out to see their favourite teams in action. Amongst Chinese football enthusiasts, Mr. McCubbin is extremely popular, being known amongst them as "Grandfather"—a tribute to his long years of association with the game.

Mr. McCubbin has had 19 years of actual playing experience in the Colony as a footballer, being a prominent member of the Hongkong Football Club, of which he has been Vice-President and a valued member of the Committee. Before joining the H.K.F.C., he was a playing member of the Y.M.C.A. when that organisation ran a League team here.

He has also been on the Committee of the Taikoo Club for many years, whilst he has been an enthusiastic member of the lawn bowls section of the Taikoo Recreation Club.

Mr. McCubbin has also taken a keen interest in Freemasonry. He has been District Grand Master Substituted and has held all the offices in St. John's Lodge. He is also a Trustee of the Zetland Masonic Hall. For many years, he was a Volunteer, being a member of the Artillery Section.

Before his departure, Mr. McCubbin is to be given a farewell dinner by the Hongkong Football Association.

Both Mr. and Mrs. McCubbin will be greatly missed by a very large circle of friends on leaving for Home, where they intend to settle down, and they will carry with them every wish for their future happiness and prosperity. Their three children, Bessie, John and Alice, have been students at the Central British School. They are all good swimmers, the last named, who is the youngest, being the holder of the boys' 100 yards' championship of the Colony, which he won at the V.R.C.

A photograph of Mr. McCubbin appears in our Pictorial Supplement.

Count the

TELEGRAPHS!



"Don't ask the young man in to-night, Alice; we have company and Pa's sleeping in the front room."

THE PHILHARMONIC SOCIETY.

ANNUAL REPORT AND ACCOUNTS.

The annual report of the Hongkong Philharmonic Society states: The membership of the Society numbers 15 Vice Presidents, 7 subscribing members, and 101 ordinary members.

The Edward German opera "Morrie England" was produced in December, and though the balance sheet shows a loss of \$105.76 the opera was one of the Society's greatest achievements, the final performances being produced to record houses. Engineer Lieut. Commander Beddolls, R.N., acted as Hon. Producer and Stage Manager, while the Hon. Musical Director was Mr. W. H. Fitz-Earle, A.R.C.M., to whom the great success of the production was due. Mr. C. P. Marcel ably assisted in the capacity of Stage Director.

It is with regret that the Committee have to report the resignation of Mr. C. E. H. Bonvis as President of the Society. Mr. Bonvis has taken a great interest in the work of the Society since 1904, and has held the position of President since 1926.

Messdames Watt, Cornaby and Hayward and Messrs. Stone and Baldwin resigned from the Committee on leaving the Colony. Mrs. A. M. Bowes-Smith was co-opted to fill one of these vacancies. Mr. H. J. Best carried on the duties of Hon. Secretary until he proceeded home on leave in March, when he resigned, and the work was taken over by Mr. T. V. Harmon. The duties of Hon. Treasurer have been carried out by Mr. R. D. Dorman.

The Committee desire to express their thanks to all those who worked so hard towards the success of the opera; to the Cathedral Body for the use of the Cathedral Hall for Committee meetings, and to Mr. T. Black for kindly auditing the accounts.

The Society is to be congratulated on carrying forward a balance of \$1,423.09 to season 1928-9.

EXCHANGE RATES.

	London, Oct. 5.
Paris	124.05
Brussels	34.90
Amsterdam	12.09 1/2
Berlin	20.35
Copenhagen	18.10
Vienna	34.425
Helsinki	102.2 1/2
Lisbon	107 1/2
Bucharest	790 1/2
Buenos Aires	47.11 1/2
Hongkong	2.04 1/2
New York	43.43 1/2
Geneva	25.10
Milan	92.65
Stockholm	18.13
Oso	18.10
Prague	163 1/2
Madrid	29.755
Athens	37.4 1/2
Rio	52.9 1/2
Bombay	1/16 1/2
Yokohama	1/10 1/2
Shanghai	2.7 1/2
Silver (spot)	2.63 1/2
Silver (forward)	2.13 1/2

—British Wireless.

During the quarter ended September 30th, 128 samples were analysed under the Sale of Food and Drugs Ordinance. Of these, all were genuine excepting eight of pepper, two of milk and one of mustard.

The Very Idea!

The steamer Cambridge recently had to put about in the Pacific under unusual circumstances. An Alsatian dog aboard investigated some kittens belonging to the ship's cat, which flew at the dog, the latter getting such a fright that it jumped overboard into a heavy sea. The steamer was stopped and turned, and the dog was rescued by a lifeboat after the animal had been in the water for an hour.

The latest wrap for the Society girl is the envelope cape.—Daily Paper.

The modish maid defies the min in quite a novel cape, for this New envelope does not contain a misaive—it enfolds a miss!

"I did not stay because my mistress made an inconvenience of me," said a domestic servant at Willersden.

"I fired the revolver because I had a heavy burden on my chest and I had to relieve my feelings," said a coloured seaman fined at West Ham for wantonly discharging a revolver to the danger of a woman.

Solicitor at Highgate: Were you very near him when you arrested him?—Clerk: It is pretty conclusive that he was, seeing that the constable knocked him down.

Chairman at Southend: Do you often speak to your wife?—husband: Only when she needs correcting.

The sweet young thing turned to a polite young man who was showing her round the factory, and said, "What is that big thing over there?"

"That is an engine boiler."

"Why do they boil the engines?"

"To make the engine tender."

And the polite young man continued to look straight ahead.

Considerably over £1,000 in cash and Government securities were found hidden in cocoa tins and canisters in the cottage of Thomas House, an old age pensioner, of Crowmarsh, Wallingford, Berks, who was removed to the workhouse infirmary recently and died there.

The man had been living in abject conditions. Vegetation had overgrown the window of the cottage, and the interior was in a very dirty condition.

Wandering Willie, tramping up the village street, presently espied a house, the gate of which bore a doctor's name. The tramp went up and knocked at the door, which was opened by the lady of the house.

"Please, mum, I just called to see if you could give me an old pair of the doctor's trousers!"

"I am the doctor," said the lady coldly, and promptly shut the door.

Prisoner (to police witness): Did you put on third degree tactics?

Mr. Archdall: You mean tactics.

Prisoner: I knew the difference.

Mr. Archdall: Then use the right word.

Prisoner: I want the preservation of my body.

Mr. Archdall: You will have the preservation of your body. You are in the custody of the Crown, and it will be seen that it is preserved.

KWANGSI RE-VISITED.

(Continued from Page 6.)

The Buddhist Nunnery, across the street, which used to make our nights hideous with music and chanting—to say nothing of the clatter of tongues round their flaring lights and altars in the open air—has gone and the building occupied as a Police Station.

Of the other three Temples which are round us—one is still a cracker factory; one has become a medical charity headquarters; and the third has been made a mixed Elementary School for boys and girls.

Public Buddhist prayers are forbidden in Nanning now by the Government; and idols and mediums abolished. Even the one Confucian Temple is a Pleasure Garden.

There is no irreligious animosity in all this, but a national gesture, throwing over everything, irrespective of its merits, which other nations have done without, and have progressed without.

Christianity (if not encouraged) is tolerated because Christian nations, so-called, are on top in the world.

Yesterday, I heard a Chinese preacher address an audience of his countrymen. "Some," he said, "object to the gospel because it was not an originally Chinese native product. If that is going to be our national outlook, we shall logically have to scrap our foreign artillery and our foreign electric light, and revert to bows and arrows and pea nut oil!"

H. L. C.

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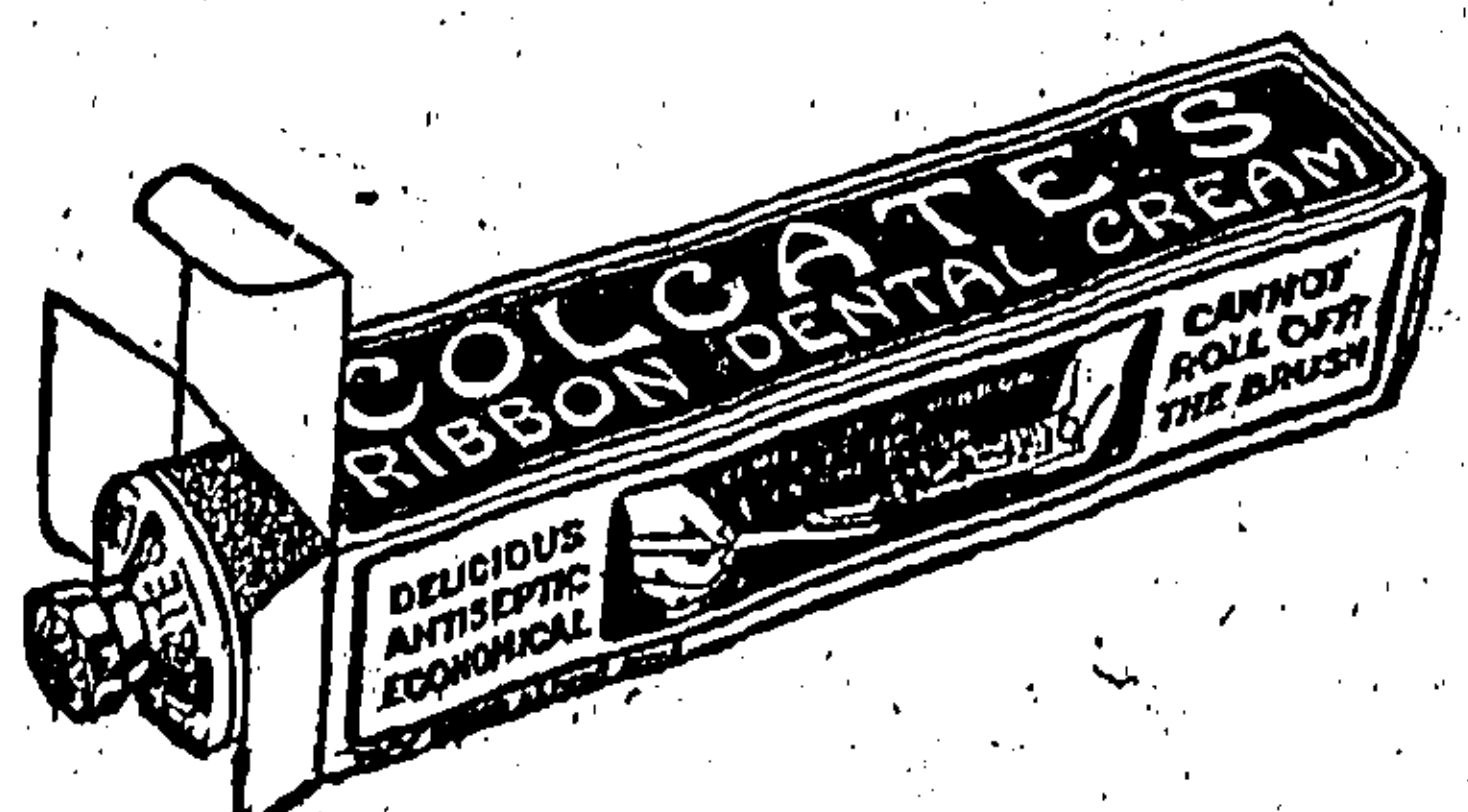
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SUCCESSFUL YEAR.

ANNUAL REPORT OF THE HONGKONG CRICKET CLUB.

The report of the Committee of the Cricket Club for the season 1927-28 has just been circulated to members. The report states:

The Profit and Loss Account after writing down the cost of the Pavilion, Furniture, etc., by \$2,297.20 shows a profit of \$4,504.07, an actual profit of \$7,801.87 as against \$10,788.89 last year.

Entrance fees amounted to \$1,639.00; 58 new playing members, 26 non-playing members and 97 subscribers joined the Club during the twelve months. During the same period 20 playing members, 5 non-playing members and 91 subscribers resigned. At the 31st August there were 333 playing members, 181 non-playing members and 88 subscribers.

Cricket.

The Club ran two teams and played a total of 38 matches. Of these the 1st XI played 21—won 14, lost 4 and drew 3. The 2nd XI played 14—won 4, lost 5 and drew 5. In addition other matches were played during the season, such as Married v. Single etc., amongst Club members.

Interport Matches: Hongkong received visits from Shanghai and Malaya. Hongkong won both matches, defeating Shanghai by 8 wickets and Malaya by an innings and 26 runs. A Hongkong team visited Shanghai later in the season and lost by 120 runs.

To-date the record of Interport matches is as follows:—Hongkong 14, Shanghai 13; Hongkong 6, Malaya 5.

Tennis.

The annual Tennis Tournament showed little difference in the local number of entries.

The Open Championship Singles was won by Mr. T. Honda and the Open Championship Doubles (for the 4th year in succession) by Messrs. S. A. and H. D. Ramjahn.

The Club Championship was won by Major W. B. Stevenson. The "Heap Singles" "A" was won by Lt. Col. F. J. Wyatt, the "Heap Singles" "B" by Mr. H. V. Parker. "Heap Doubles" by Messrs. W. B. Cornaby and A. Percy and the Mixed Doubles by Lt. Col. and Mrs. F. J. Wyatt.

Miss Hancock kindly presented the prizes at the close of the tournament.

1st XI Average.

	Inns.	R.	H.S.	N.O.	Aver.
A. W. Hayward	17	277	70	7	27.70
H. V. Parker	17	277	70	7	27.70
T. E. Pearce	10	508	64	8	28.00
H. B. D. Hancock	17	174	34	5	22.80
Rev. E. K. Quick	15	210	78	1	22.14
G. R. Sayer	17	268	97	3	16.14
G. Moor	17	268	74	2	15.80
H. Owen Hughes	18	171	48	1	14.16
Capt. N. Thorp	18	500	57	1	11.44

Batting.

	O.	M.	R.	W.	Aver.
H. V. Parker	14.5	85	370	87	10.00
D. W. Leach	10.5	48	194	41	18.61
LA. J. R. A. Hanker	7.2	11	235	18	18.08
C. B. Wales	81.4	48	840	78	13.43
A. Reid	12.5	10	216	18	13.50
Capt. A. G. Dobble	95	80	194	11	17.63
Capt. N. Thorp	181.2	28	421	28	15.44
Capt. J. Enkin	67.3	20	237	18	13.20
D. B. Reed	70.1	18	548	10	14.20
H. Owen Hughes	78	4	291	18	16.07

2nd XI Average.

	Inns.	R.	H.S.	N.O.	Aver.
H. J. Armstrong	5	253	77	1	50.60
J. F. Robinson	5	47	16	4	47.00
W. K. Tait	7	159	45	—	22.71
G. D. Mead	4	8	—	—	2.00
J. N. Owen	6	41	16	—	6.80
C. P. P. James	7	16	18	—	8.00
H. Griffin	22	18	—	—	0.80
J. E. Tait	11	78	29	1	6.91
E. H. West	11	68	20	1	5.80

Batting.

	O.	M.	R.	W.	Aver.
E. H. West	15.4	8	74	16	4.69
H. Griffin	74.1	26	269	18	9.21
H. Griffin	66	11	172	18	15.22
W. K. Tait	69	18	244	16	15.25

A NOVEL MATCH.

SEARCHLIGHT FOOTBALL AT SOOKUMPOO.

A special searchlight football match will be played between the Army and the Chinese at Sookumpoo on Monday, October 8, kick off at 7.30 p.m.

The following team has been chosen to represent the Army: Capt. S. Sgt. Woods, R.A.S.C.; Backs, Sgt. Hooper, 1st Queen's and Pte. Martin, 2nd K.O.S.B.; Half-Backs, Pte. Everest, 2nd K.O.S.B.; S/Sgt. Sims, R.A.M.C.; (Captain), and L/Cpl. Morgan, R.A.C.C.; Forwards, Gnr. Wood, 12th H. Bty. R.A.; Pte. Richardson, 1st Queen's; Sgt. Leach, 31st H. Bty. R.A.; L/Cpl. Barclay, 1st Queen's, and Pte. Alexander, 2nd K.O.S.B.

Reserves: Sgt. Caldwell, 1st Queen's; Sgt. Braham, R.A.P.C.; Pte. Byrne, 1st Queen's.

Referee: Capt. A. W. Austin, M.C., M.M., R.A.; Linesman, L/Cpl. G. C. Sheard, 1st Queen's.

HOCKEY.

CLUB "A" TEAM AGAINST Y.M.C.A.

The following will represent Club "A" XI against Y.M.C.A. II on Friday, the 12th, at King's Park: F. S. Nicholls; E. R. Robinson, A. J. W. Ashby; R. D. Beaumont, L. A. E. Durcan; P. L. P. Thomas; R. W. Sapsed; F. E. G. Mann (Captain); J. Garner; E. C. Fincher and A. N. Oher.

The following will represent the first team of the Hongkong Hockey Club in their match with the Queen's at the U.R.C. on Wednesday next at 6.15 p.m.—A. C. Howell; I. W. Shewan; D. L. L. A. Dand (Captain); E. J. R. Mitchell; J. E. Noronha; H. Owen Hughes; R. K. Valentine; Stanton; C. C. Francis and W. Woodward.

TWO NEW MAMMOTH LINERS.

LAUNCHING OF N.D.L. "BREMEN."

OVER 46,000 TONS.

In today's Pictorial Supplement we reproduce photographs taken at the launching of the s.s. Bremen, one of the new mammoth liners being built for the North German Lloyd. This ship, together with the s.s. Europa, just launched, and the s.s. Columbus, which is to be equipped with high pressure turbines, is part of the new equipment by which the Line will be enabled to maintain a weekly service of fast express steamers of the most luxurious type on the North Atlantic run.

The launching of the new liners, on August 16th, was made the occasion of a great public demonstration in celebration of the event. A brilliant assemblage of 150,000 spectators and guests witnessed the ceremony, and the shipyard on the Weser and the Elbe presented colourful and impressive scenes.

Great Enthusiasm.

The American Ambassador, Mr. Jacob Gould Schurman, officiated at the christening of the "Europa," while President von Hindenburg was sponsor for the "Bremen." As the huge forms of the 46,000 ton quadruple screw vessels moved down the ways and rested gracefully on the waters of the stream, the enthusiasm of the vast throng broke loose and the officials of the Line were showered with congratulations and good wishes.

Few if any occasions are on record in the maritime history of Germany when the launching of a merchant vessel stirred the public interest to a greater pitch of intensity. It recalled the time, a generation ago, when the North German Lloyd brought out the Kronprinzessin Cecilie, Kaiser Wilhelm II, Kaiser Wilhelm der Grosse and Kronprinz Wilhelm, to capture the blue ribbon of the sea, so long held by that famous quartette of ocean greyhounds.

While the speed of the new boats cannot be announced until after their trials in the North Sea, they are expected to make the crossing from New York to Channel ports in five days, to Bremen in six days. They will enter the service next Spring.

The Vessels Described.

As the two new "ocean fliers" will be employed chiefly on the high-road of world traffic, i.e., the Bremen-New York line of the North German Lloyd, it goes without saying that, besides having interior appointments in the way of public and private rooms which are most superior in character and will answer in every way the taste of the present time, these steamers are also fitted with all the latest safety appliances.

The two steamers will be equipped with four screws each. Both vessels have double bottoms and the well-tried bulkhead system by which any danger caused by the influx of water or by the outbreak of fire can be effectively averted. By the immediate closing of the bulkhead doors the ships keep buoyant even if several compartments at either end of the ship up to four—should be flooded. Even in such a case the propulsion of the ship is scarcely impeded, one reason for this being the special distribution of the engine and boiler rooms.

Special attention is being paid to the lifeboat equipments of the two steamers—Both "Bremen" and "Europa" will have 28 lifeboats each, which, with the exception of two, are fitted with motors. Their distribution on the boat deck will be effected according to a special plan. Other well-tried measures of safety in use on shipboard, some of them considerably improved, will also be installed on the new liners.

Luxurious Rooms.

So far as anything can be said as yet about the interior appointments of the two new steamers, the following details may be of interest. First of all, both vessels have four classes of passenger accommodation, viz., 1st and 2nd class, 3rd cabin for tourists, and 3rd class. In the rooms of the 1st and 2nd class, especially, modern German interior decoration will be shown at its very best. The lounges, or social halls, the dining saloons, smoking rooms, ladies' and children's rooms, the cabins-de-luxe, and the rest of the staterooms will be fitted up with perfect luxury combined with the greatest suitability. For their general sitting-up and their ornamentation, as well as for the harmonious blending of the colour scheme, leading architects and interior decorators, like Professor P. L. Troost, of Munich, Herr Fritz, August Breuhaus, of Düsseldorf, Professor Bruno Paul, director of the Berlin Schools of Applied Art, Professor Karl Wach, of Düsseldorf, and Dr. h.c. Rudolf Alexander Schöner, of Bremen, are responsible. Professor Bruno Paul was already in former years entrusted with some important artistic work for the pre-war express steamers, de-luxe of the North German Lloyd, such as s.s. S.

TO-DAY'S RACES AT HAPPY VALLEY.

(Continued from Page 1.)

Race No. 5.

Spinner showed useful form at the big Meeting, but his more recent displays have not been altogether encouraging. However, he will just about get there.

Man-of-War has been running very poorly during training; still he might manage to secure a place.

Full Moon is bound to go close here, despite the fact that he is carrying a lot of weight.

Race No. 6.

Chemal has a nice turn of speed and is probably better now than he has ever been.

Warrington would be better suited in a sprint event. He is sure to secure second place.

Cesar will have no difficulty in taking care of the third stakes.

Race No. 7.

Misty Eve in this class looks all out a winner and will be heavily backed to win after his very promising display this morning.

Duke of Arcturion has been on the sick list for some time, but, providing he stands up, I have no doubt he will give a good account of himself.

Movannagher, another good pony gone wrong, will if he is properly handled, give backers a run for their money.

Race No. 8.

Coos Bay, a first-class stayer, will win on the bit.

Wuchang, with his small impost, looks to have a wonderful chance here and is pretty certain to carry off second stakes.

Sunning, though out of her class, should succeed in collecting some stable expenses.

Selections.

Race No. 1.—Velo, Nara Stag, Duke of Niblung.

Race No. 2.—O'Moon, Westlake, Boukra.

Race No. 3.—San Francisco, Duke of Verona, Fifty-Fifty.

Race No. 4.—One Third, Erstwhile, Tarzan.

Race No. 5.—Spinner, Man of War, Full Moon.

Race No. 6.—Chemal, Warrington, Caesar.

Race No. 7.—Misty Eve, Duke of Arcturion, Movannagher.

Race No. 8.—Coos Bay, Wuchang, Sunning.

PORTUGAL'S NATIONAL CELEBRATION.

CANTON CONSUL HOLDS RECEPTION.

Shameen, Oct. 5.

The Portuguese Consul-General, Senhor Costa, held a reception at his residence on Shameen this morning in honour of Portuguese National Day.

There was a very large gathering, both foreign and Chinese. Amongst those present were Mr. J. Brennan, H. B. M. Consul-General; Mr. Douglas Jenkins, Consul-General for the United States of America; M. Danjou, Consul for France; Dr. Crull, Consul-General for Germany; the Consul-General of Japan; Mr. Chu-chao-shin, the Minister for Foreign Affairs; the Deputy Mayor of Canton; Admiral Chan Chak; Dr. Ferguson, Commissioner of Customs; Mr. L. Henry, Postal Commissioner; the Vice-Consul for France and Japan; British, French and Japanese naval officers; Captain G. A. Clements, Chief of Police (Shameen); Lieutenant Laurin, Commanding the French Shameen detachment of the Infanterie Coloniale; and many other of Senhor Costa's foreign and Chinese friends.

"Kronprinzessin Cecilie," S. S. "George Washington," and others. Quite recently Professor Paul was awarded the first prize in an international competition.

On these two express liners, passengers will be offered every opportunity for physical exercise. In addition to sport decks and sun decks, unrivalled in size and suitability for all kinds of sports and gymnastics, there are gymnasiums equipped with all kinds of mechanical apparatus. The first class of the steamers will be fitted, moreover, with a spacious swimming pool, replete with every comfort and connected with a large number of baths in which all manner of medical and other baths can be taken.

The hygienic and sanitary arrangements on the "Bremen" and the "Europa" provide comfort for all passengers, there being a sufficient number of bathing and showerbaths at their disposal. In the first cabin a large number of suites with private bathrooms are provided, also a considerable number of bedrooms with adjoining showerbath and lavatory.

A noteworthy novelty on each liner is the big restaurant which gives those of the passengers who wish to select their meals a la carte, the opportunity of doing so and having their passage rates reduced accordingly.

The restaurant and the verandah cafe of S. S. "Bremen" are being designed by Mr. Hoffmann, Eng. D., of Bremen.

ANOTHER TATTOO SUCCESS.

(Continued from Page 9.)

Southern, a box of chocolates decorated with the Flat ling and Kallian colours.

A Japanese pavilion, complete with gut palms, tiled roof, geisha girls, garden chairs and porcelain table next appeared. The pavilion was some ten feet high, the lower space being disguised to represent a basement, and was in red and white bunting.

St. Andrew's Society car was very effective, the blue and white cross and the thistle being shown on the side of a car with St. Andrew depicted by Mr. Stapan Thompson.

The Portuguese Car.

The Portuguese Committee of the Tattoo entered a car in the decorated car procession, but not for competition. It depicted a typical peasant scene in the celebrated province of Minho in Portugal. Four young ladies were dressed in the distinctive costumes of the peasant maids. One girl wore the headress of the Bedouins, flapping about the neck, to protect against sun and sand. The hat has a flat top originally worn by the Arabs to ward off sword blows. On this hat the peasant women of Lusitania now carry a heavy bundle well balanced on their heads. Two girls with distaffs in hand could be seen gossiping while they spun flax. A third plied a rake over a bed of hay. Red poppies gave colour to the rustic scene.

A fourth peasant girl was seen stroking a white kid. The Portuguese swain on the scene, impersonated by Mr. C. d'Almada e Castro, was courting his pretty damsel, the while playing a love melody on a guitar. The striking colours of the dresses and the natural acting of the young ladies represented a vivid scene of a small bit of Portugal, reproduced within the arena of the valley.

The designing of this picturesque tableau was the work of Mme. Tamagnini Barbosa, wife of the Governor of Macao, whose daughter, Miss Maria Amalia, was responsible for its staging and rehearsing. The actors in last night's tableau were: Misses Clothilde Barretto, Olga Basto and Clary Noronha and Mrs. F. H. Carvalho.

Mr. Peter Nolasco da Silva, who was also dressed in a national provincial costume, was in charge of, and drove the car in the procession.

"The Empire Car" formed one of the most effective entries, illustrating four outposts of the Empire. This was the entry of the H. K. Automobile Association. The decorations were in Flanders poppies with colourings of red, white and blue. A reproduction of the Wembley Lion was shown on the radiator. Miss Barbara Walker, representing Britannia, sat on a dais. Miss Esio Rose represented Australia; Miss Phyllis Capell, Canada; Miss Yvonne Kelly, South Africa; and Mrs. K. S. Pavri, India.

In connexion with the awards for the motor car competition, the decision of the Committee will be announced later. The prizes, it is learned, will be distributed at the Automobile Association's annual dinner, to be held some time in December.

The Khatak dance, which was given by the 3rd Battalion of the 15th Punjab Regiment on the opening night, met with such appreciation that in response to many requests this dance will be repeated to-night at the final display. It will be an additional item on the programme and will follow immediately after the Portuguese pageant.

HONGKONG IMPORTS.

JAPANESE "DUMPING" EXPECTED.

The fortnightly Prices Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton Piece Goods.

The following reports have been received:

The market has been quiet since our last report and a very small business has been transacted, as is usual about this time of year, being between seasons. Dealers are devoting their attention principally to the clearance of Autumn and Winter goods which are now arriving.

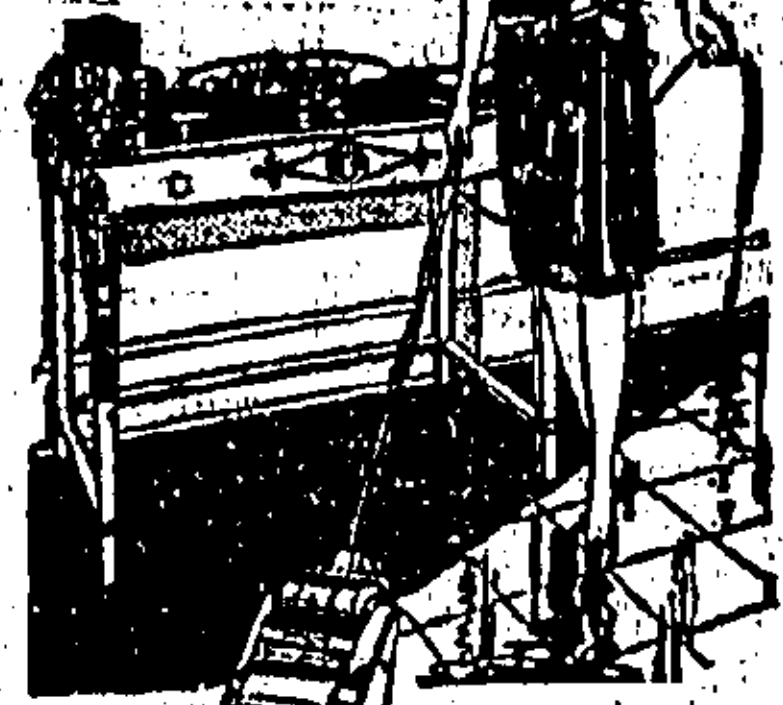
In Fancy lines good profits are being made, but dealers up-country are not yet operating to any great extent, although clearances are good. Cotton has fluctuated violently during the past fortnight and is now slightly dearer, leaving Manchester prices much firmer.

The market is passing through a quiet period. There are a few miscellaneous enquiries for White Shirtings and Black Italians, etc., but very little new business has been done. The recent drop in cotton prices has influenced the dealers to adopt a waiting policy and they are not keen to place large orders for British cotton goods, especially in the cheaper grades of Grey and White Shirtings because they believe that heavy stocks of similar Japanese goods are likely to be dumped on the market when the boycott terminates.

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SCHEDULE

Leave Hongkong November 28th	Arrive Singapore December 2nd
Leave Singapore December 2nd	Arrive Colombo 6th
Leave Colombo 6th	Arrive Bombay 9th
Leave Bombay 9th	Arrive Plymouth 24th

BOOKING NOW OPEN

HONGKONG-MANILA SERVICE			
Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 10 Oct. 18	EMPRESS OF RUSSIA	Oct. 19 Oct. 21	
Oct. 30 Nov. 1	EMPRESS OF ASIA	Nov. 2 Nov. 4	

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Quoted from Pittman's Dictionary of Banking by Wm. Thomson.
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M.V. "SUMATRA"		10th October
SHANGHAI, JAPAN PORTS and VLADIVOSTOK.		
M.V. "BENARES"		8th October
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SPHINX	23rd Oct.	PAUL LEOAT	23rd Oct.
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ANDRE LEBON	4th Dec.	PORTHOS	5th Dec.
CHENONCEAUX	18th Dec.	ATHOS II	19th Dec.
PORTHOS	1st Jan.	D'ARTAGNAN	2nd Jan.
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THE COMPROMISE.

ALLEGED SUMMARY OF THE NAVAL NOTES.

Paris, Oct. 5.
The Echo de Paris publishes an "accurate as possible summary" of the three Notes leading up to the Anglo-French naval compromise—the British Note of June 28, the French reply of July 20 and concluding with the British Note of July 23.

In the first Britain intimates her readiness to accept the informal suggestion of the French delegate to the Preparatory Disarmament Commission for the limitation only of surface ships armed with guns not exceeding six inches (whereas under battleships, aircraft carriers, and cruisers over 10,000 tons and submarines would be limited); provided that the French Government authorized the formal presentation of a suggestion to the commission, and that the British Government, in such an event, would withdraw her opposition to the French views regarding trained reserves in the French army.

[A message dated London, August 22 stated: The Manchester Guardian's political correspondent says that when the text of the Anglo-French Naval Agreement is published it will appear perfectly harmless, but what is not harmless is the military concession made to the French in return for their naval concession. He asserts that Great Britain has consented to abandon her opposition to the French thesis that trained reserves should not be included in the limitation of land armaments, thus imperilling the whole future of land disarmament and accepting France's military supremacy in continental Europe.]

French Reply.

The Quai D'Orsay replied, asking Britain to agree in regards to the 10,000-ton cruisers that the maximum tonnage should be fixed for all Powers, each undertaking not to build beyond a certain tonnage, determined by its needs, during the period covered by

DUTCH OIL-WORKERS.

WOMEN WALK OUT AND MAKE STRIKE COMPLETE.

Antwerp, Oct. 5.
The strike at the oil depots is now complete. The women employees have also ceased work.—Reuter.

[A message dated Antwerp, October 2, stated that the male workers at all the oil depots and stores in Antwerp had gone on strike and that only women employees were working.]

the convention, and that the same rule should be applicable to submarines, which are divided into two categories, above and below 600 tons, only the former to be limited.

M. Briand was of the opinion that the United States, Japan and Italy would agree but if they did not it was essential that Franco-British co-operation should continue with a view to otherwise surmounting the difficulties.

Britain's last Note doubts the validity of the distinction between offensive and defensive submarines, but in a desire for conciliation accepts the French proposals, and concludes recapitulating in detail the limitation programme, whereon the two Powers were agreed.

L'Echo de Paris says that it was this recapitulation which was sent to the Governments of Washington, Rome and Tokyo and published in the New York American.

L'Echo de Paris adds that the American State Department, on the receipt of the proposals, asked whether there were other clauses in the agreement, whereupon the above summary of the three notes was sent to Washington, Rome and Tokyo during the last week in September.—Reuter.

[A message dated the 21st ult., stated that, official circles in London admitted the substantial accuracy of the details in regard to the Anglo-French naval limitation proposals given in a document pub-

MR. DUDLEY LAW.

CONDITION IMPROVED BUT STILL IN DANGER.

Shanghai, Oct. 5.
Mr. Dudley Law is a little better but is still in danger. He is suffering from a terrible head wound. So far no arrests have been made and there is no indication of the reasons for the outrage.—Reuter.

[Mr. Law was the victim of a gunman in Shanghai when his companion, Miss Dorothy Thompson, of the Victoria Nursing Home was shot dead by persons unknown.]

lished by the New York American, purporting to be a letter addressed by M. Briand, the French Foreign Minister, to French Ambassadors in the chief capitals of the world. The document showed that Britain and France had agreed that small cruisers and coastal defence submarines should be excluded from limitation. Meanwhile, there was every indication that America would strongly oppose the proposals, and would use her building programme as a lever to oblige reconsideration.

The Washington correspondent of the New York American declared that he had learned from an authoritative source that President Coolidge proposed to send to the British and French Governments a Note expressing strong disapproval of the Anglo-French proposals and indicating that the United States would continue its building programme of twenty-three 10,000-ton cruisers and that there would be no further scrapping of naval tonnage until the review of the Washington Convention to be undertaken in 1931.]

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President Adams		Sunday, Nov. 4th, 8 a.m.
President Garfield		Sunday, Nov. 18th, 8 a.m.

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CHURCH AND STATE.

FRANCE MAKES EXCEPTIONS FOR FOREIGN MISSIONS.

Paris, Oct. 5.
The Finance Commission of the chamber has approved the article of the Finance Bill, which, while maintaining the separation of the Church and State authorizes the educational and nursing corporations, which have missions abroad, to open and maintain training colleges in France. The article particularly has in view the Religious Orders in the East, which are handicapped in acquiring recruits as compared with foreign missions.—Reuter.

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TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Namsang	Wed. 10th Oct at 7 a.m.
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NEW NATIONAL GOVERNMENT.

LAW OF REPUBLIC DESCRIBED IN DETAIL.

Nanking, Oct. 5. An historic document was promulgated yesterday—the "Organic Law of the National Government of the Republic of China." The document opens with the following preamble:

"The Kuomintang of China, in pursuance of the Three People's Principles and the Five Power Constitution, hereby establishes the Republic of China. The party having swept away and removed all obstacles by military force, and having passed from the period of military tutelage, now must establish a model government based on the Five Power Constitution, to train the people so that they will be able to exercise political powers and facilitate the party in hastening the handing over of such powers to the people. Accordingly the Kuomintang in fulfilling the duty of direction and supervision of the Nationalist Government devolving upon it by virtue of its history, hereby formulates and promulgates the law governing the organization of the National Government."

The Law.

The law provides that the National Government shall exercise all governing powers of the Republic of China and shall have supreme command over its land, naval and air forces, and shall have power to declare war, to negotiate peace, and to conclude treaties, and shall exercise the power of granting amnesties, pardons, reprieves and the restitution of civic rights.

Five "Yuan."

The National Government shall be composed of five "Yuan": the Executive, Legislative, Judicial, Examination, and Control. There shall be a President and from 12 to 16 State Councillors of the National Government among whom the Presidents and Vice-Presidents of the five "Yuan" shall be appointed.

The President of the National Government shall represent the National Government in receiving foreign diplomats and in officiating at and participating in State functions.

The President shall concurrently be the Commander-in-Chief of the land, naval and air forces. If the President is unable to discharge his duties for any cause whatsoever the President of the Executive "Yuan" shall act in his stead.

The National Government shall conduct National affairs through the State Council, of which the President of the National Government shall be the chairman. All matters which cannot be settled between two or more "Yuan" shall be referred to the State Council for decision. All laws promulgated and all mandates issued by virtue of the decision of the State Council shall be signed by the President of the National Government and countersigned by the Presidents of the five "Yuan". Each of the five "Yuan" may, according to law, issue orders.

The Executive.

The Executive "Yuan" shall be the highest executive organ of the

National Government and shall have a President and Vice-President, the latter substituting in the absence of the President. The Executive "Yuan" shall establish the Ministries to which shall be entrusted the various executive duties, and may appoint commissions for specified executive matters. The Ministries shall each have a Minister, a Political Vice-Minister, and Administrative Vice-Minister and the various Commissions shall each have a Chairman and a Vice-Chairman, all of whom shall be appointed and removed by the National Government at the instance of the President of the Executive "Yuan."

The Ministers and chairmen may, when necessary, attend the meetings of the State Council and the Legislative "Yuan." The Executive "Yuan" may introduce in the Legislative "Yuan" Bills on matters within its competence. The meetings of the Executive "Yuan" shall be attended by the President, Vice-President, Ministers and Chairmen of the Commissions thereof and shall decide what legislative Bills shall be introduced in the legislative "Yuan."

Budgets, amnesties, war declarations, peace negotiations, the conclusion of treaties and other important international matters are to be submitted to the Legislative "Yuan," also the appointment and dismissal of all officials above third class rank, also all matters which cannot be settled between the various ministries and commissions of the Executive "Yuan," and all matters which, according to law, or in the opinion of the President should be decided at such meetings.

The various ministries and commissions of the Executive "Yuan" may, according to law, issue orders. The organization of the Executive "Yuan" and the various ministries and commissions shall be determined by law.

The Legislature.

The legislative "Yuan" shall be the highest legislative organ of the National Government and shall have power to decide upon legislation, budgets, amnesties, war declarations, peace negotiations, the conclusion of treaties, and other important international matters. It shall have a President and Vice-President and shall be composed of from 49 to 99 members to be appointed by the National Government at the instance of the President of the said "Yuan." The members' term of office shall be two years. Members shall not concurrently be non-political administrative officials of the various organs of the central or local government. All resolutions passed by the Legislative "Yuan" shall be decided upon and promulgated by the State Council. Organization of the Legislative "Yuan" shall be determined by law.

The Judicial "Yuan."

The Judicial "Yuan" shall be the highest judicial organ of the National Government and shall take charge of judicial trials, judicial administration, the disciplinary punishment of officials and the trials of administrative cases. The granting of pardons, reprieves and the restitution of civic rights shall be submitted by the President of the Judicial "Yuan" to the National Government for approval and action. The Judicial "Yuan" shall have a President and a Vice-President and may introduce Bills within its competence in the Legislative "Yuan." The organization of the Judicial "Yuan" shall be determined by law.

THE POSTAL STRIKE.

PEKING MEN'S DEMANDS NOT PRESENTED.

Peking, Oct. 4. It transpires that the Peking postal union, after deciding on the morning of Oct. 3 to present demands to Mr. Nixon this morning, did not do so all day, apparently awaiting the outcome of the strike in Shanghai before taking action. It also appears that the Tientsin postal union has wired to Peking stating that its members are striking in order to induce the Post Office workers of Peking to strike but the strike in Tientsin has hitherto been abortive.

It is understood that if the men's demands are presented at Peking and a strike appears imminent, Marshal Yen Hsi-shan of the Nationalist Army may take action to prevent disruption of the postal service. He is, at present, closely watching developments.—Reuter.

Resume To-day.

Shanghai, Oct. 5. After a conference between the Government, the officials of the Postal Union and the Kuomintang delegates, the postal workers have agreed to resume work on Saturday morning, the Government promising to consider the demands, also the demand for the dismissal of Liu Shu-fan, the Chinese Director General of Posts. It will also consider the dissolution of the Postal Employees' Association.—Reuter.

shall be determined by law.

The Examination "Yuan" shall be the highest Examination organ of the National Government and shall take charge of the examinations and determine the qualifications for public service. All public functionaries shall be appointed only after they have passed an examination and their qualification for public service has been determined by the Examination "Yuan," which shall have a President and a Vice-President and may introduce Bills on matters within its competence in the Legislative "Yuan." Its organization shall be determined by law.

Control "Yuan"

The Control "Yuan" shall be the highest supervisory organ of the National Government and shall, according to law, exercise the following powers: impeachment, and auditing. It shall have a President and a Vice-President and shall be composed of from 19 to 29 members, who shall be appointed by the National Government at the instance of the President of said "Yuan." The security of the tenure of office of the members of the Control "Yuan" shall be determined by law. The members shall not concurrently hold any office in any organs of the central or local governments. The Control "Yuan" shall have the power to introduce in the Legislative "Yuan" Bills on matters within its competence. The organization of the Control "Yuan" shall be determined by law.

The present law shall be enforced on the day of its promulgation.—Reuter.

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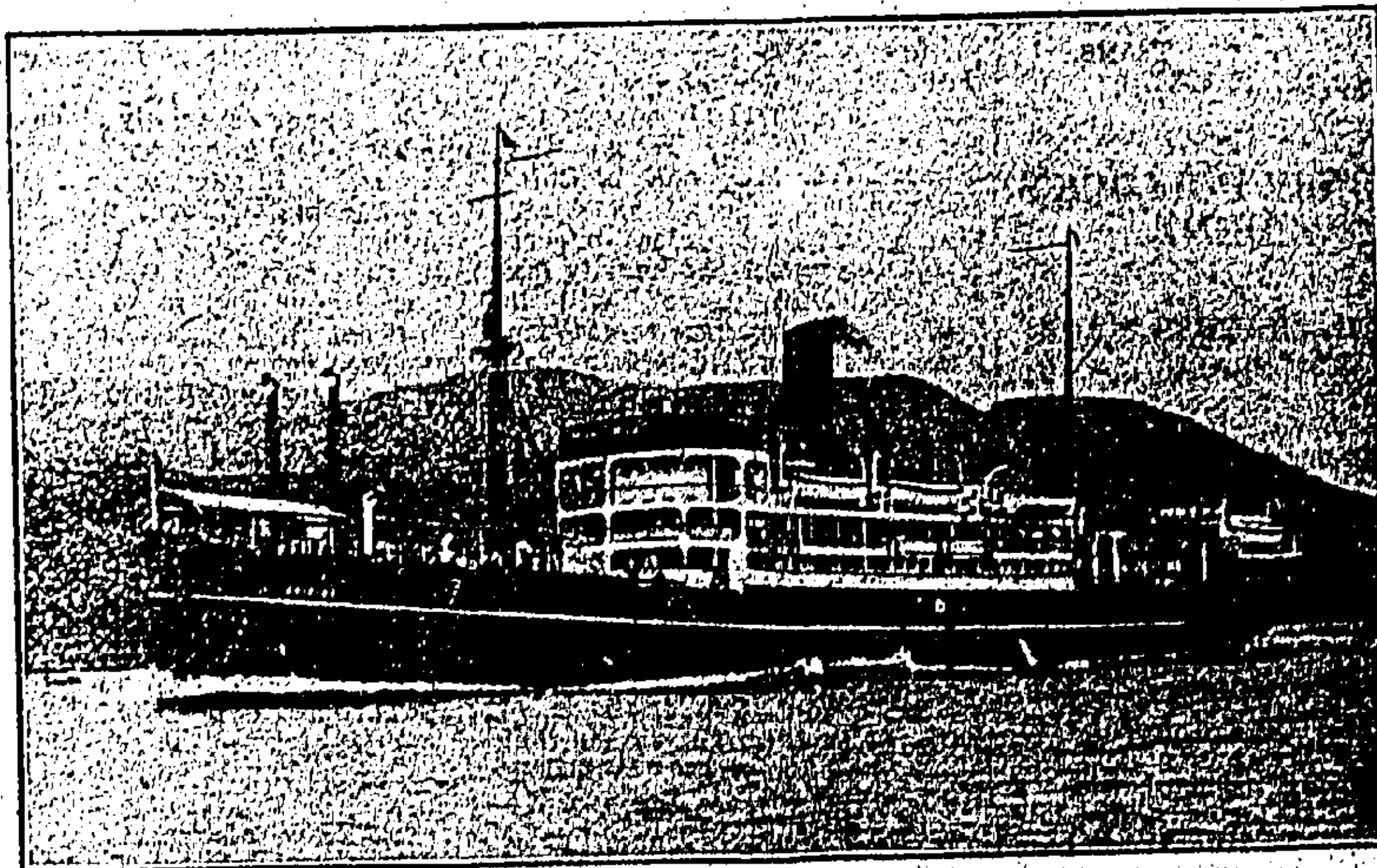
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KIDDERPORE	5,334	12th Oct.	Moji & Kobe
JEYPORE	5,318	14th Oct.	Shanghai, Moji, Kobe & Yokohama

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SOUTH AMERICA (EAST COAST) via Singapore,

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Kanagawa Maru Tuesday, 9th Oct.

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Toba Maru Sunday, 21st Oct.

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Lima Maru (Calls Glasgow) Sunday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

Gonoo Maru Monday, 8th Oct.

Tokushima Maru Friday, 19th Oct.

NAGASAKI, KOBE & YOKOHAMA.

Mishima Maru Thursday, 18th Oct.

SHANGHAI, KOBE & YOKOHAMA.

Haruna Maru Monday, 15th Oct.

Tsuruga Maru Tuesday, 16th Oct.

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TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNARVONSHIRE" 14th Oct.

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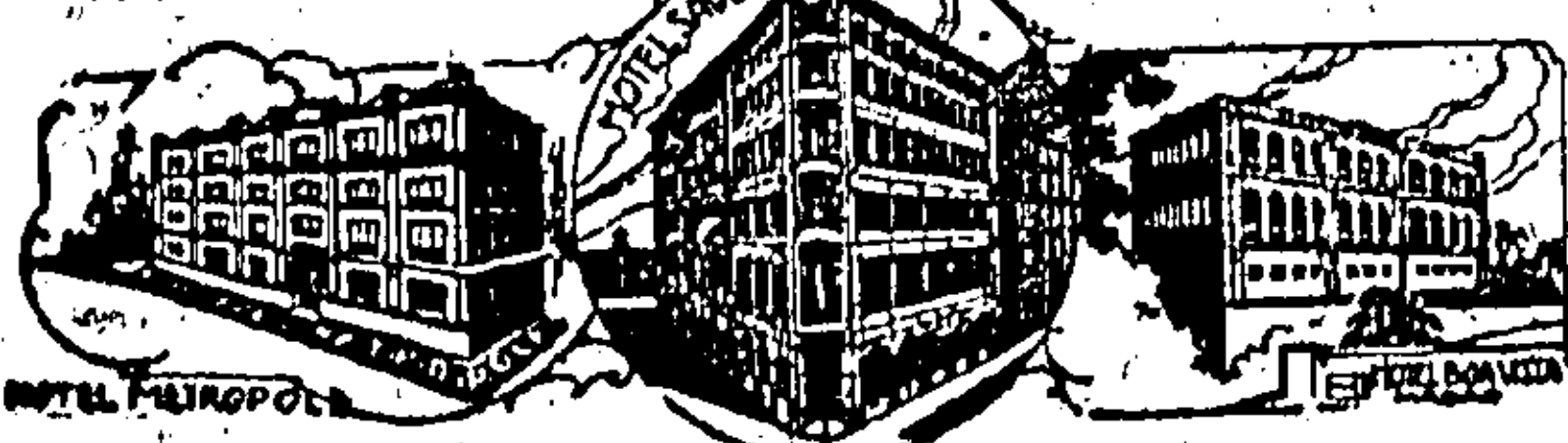
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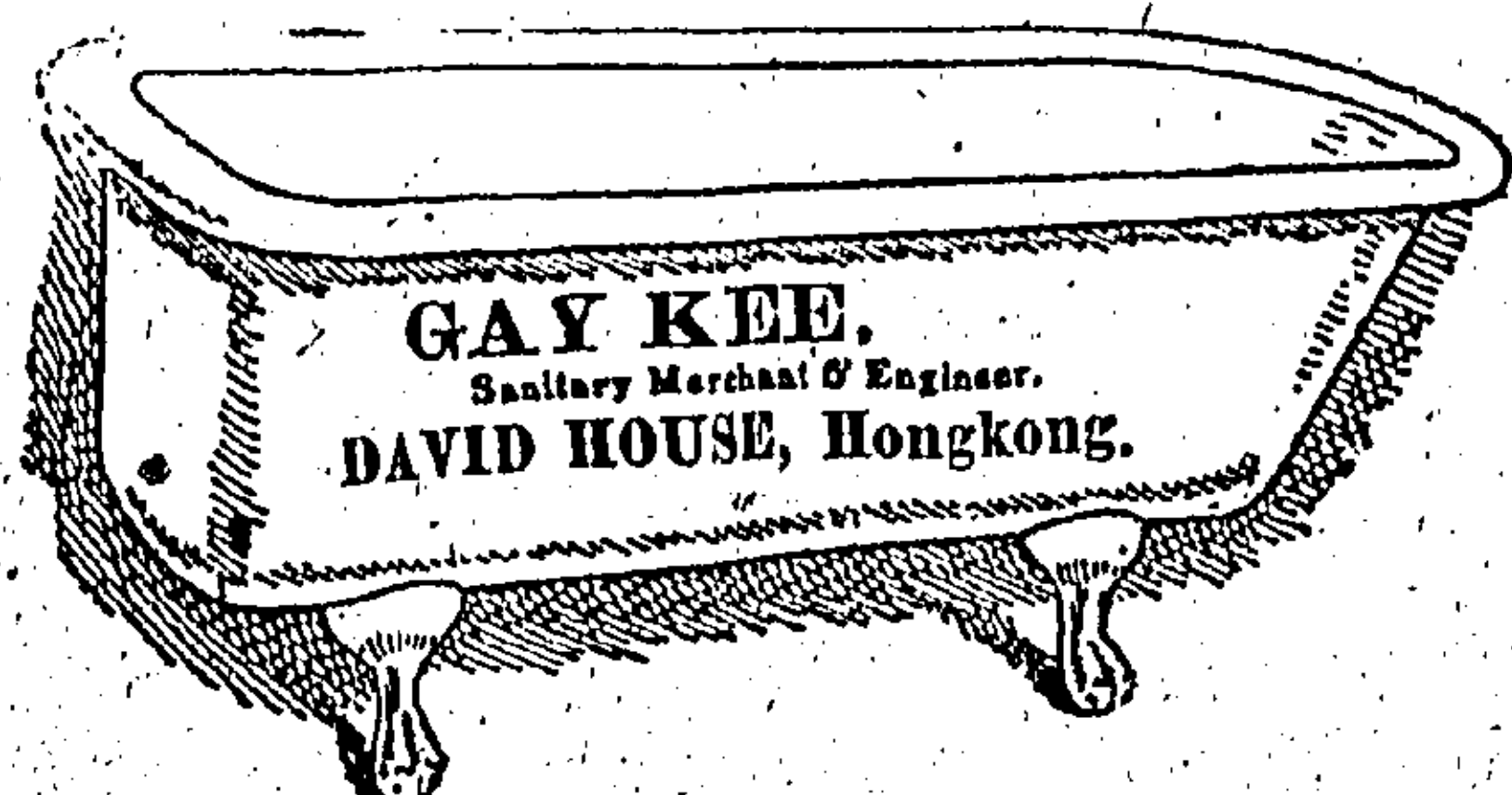
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Hongkong.

GRIM EXPERIMENT PROPOSED.

CRIMINAL TO BE INJECTED
WITH LEPROUS MATTER.

EXPERT CONTENTIONS.

Riga, Oct. 5.
A somewhat gruesome experiment in the interests of the fight against the leprosy scourge is to be carried out in a Latvian State prison shortly, according to an announcement made to-day.

Doctor Sniker, a prominent scientist belonging to the Latvian Institute for the Treatment of Leprosy, claims to have made a startling discovery regarding the disease, and that he can cure a patient.

For the purpose of the experiment Dr. Sniker has been authorized to try inoculation upon a criminal named Kirsteln, who is awaiting execution for murder. Dr. Sniker contends that leprosy is neither contagious nor incurable.

He proposes to inject matter from a living leper into Kirsteln, who has agreed to submit to the experiment, the authorities in return having promised remission of the death sentence though the condemned man will have to remain in prison.—Reuter.

MINSTREL TROUPE COMING.

WILBUR'S "BLACK BIRDS" FOR KOWLOON.

Hongkong is shortly to have a novel experience by the visit of a talented troupe of eighteen negro minstrels. These are known as "Wilbur's Black Birds" who are making their first tour of the East and have met with great success in Honolulu and Shanghai. They are to appear for a short season at the Star Theatre, Kowloon, commencing on Thursday next, the 11th inst. Their opening offering will be "A Minstrel Revue."

The "Black Birds" include both men and women and they specialise in minstrelsy, vaudeville turns, ventriloquism and songs and dances, while there is a talented male quartette. Besides old Southern plantation melodies and popular present day songs the "Black Birds" will give demonstrations of negro dances and latest jazz steps.

The visit here is under the auspices of Mr. Richard Wilbur, who is at present in the United States, organising a new dramatic company which is expected to visit the Far East next year.

CORRESPONDENCE.

TRAFFIC CONTRASTS.

[To The Editor of Hongkong
Telegraph.]

Sir,—On leaving the Grand Tat-too last night by the French Convent exit, I was impressed by the very efficient arrangements which had been made by the Hongkong Tramway Company for handling the traffic. A long line of cars was assembled, and these were loaded and despatched in the shortest possible time.—"A Public Utility Company."

On arriving at the lower Peak Tram Station, I was amazed to find about thirty people waiting in the street, 40 people cooped up inside the grilles, and a load of another 40 people being kept waiting in the car for five minutes until the normal schedule time for departure.—"A Public Nuisance."—Yours, etc.

Hongkong, Oct. 6, 1928.

SIR HENRY POLLOCK'S ACCIDENT.

COUNCIL CHANGES MADE NECESSARY.

The Gazette contains several notifications arising from the recent accident to Sir Henry Pollock. One of these is a declaration by H.E. the Officer Administering the Government to the effect that Sir Henry has been incapacitated as a member of the Executive and Legislative Councils and has resigned his position as acting Attorney General.

As a consequence, the Hon. Mr. C. G. Alabaster has been appointed acting Attorney General, with a seat on both Councils, whilst the Hon. Mr. J. Owen Hughes has been temporarily appointed a member of the Executive Council, and the Hon. Mr. C. G. S. Mackie a member of the Legislative Council.

Franz Liszt's pupil, Lina Schmalhausen, who cared for him in his declining years, has died in Berlin in poverty, and an appeal has been issued to save her from a pauper's grave.

NANKING TARIFF PROPOSALS.

MERCHANTS SUBMIT
AMENDMENTS.

TO PROTECT TRADE FROM FOREIGN COMPETITION.

MANY SUGGESTIONS.

Shanghai, Sept. 30.

Important proposals regarding the new tariff which is to be put into operation by the Nationalist Government on January 1, 1929, have been made by the merchant delegation from Shanghai which went up to Nanking last Wednesday to place the views of Shanghai merchants and commercial organizations before the Government. The delegation is composed of 16 representatives of 61 different organizations and trade guilds, headed by the Chinese General Chamber of Commerce.

The delegation reached Nanking on Thursday morning, and immediately went to Government headquarters where they met Messrs. Wu Han-min, Tai Chi-tao and Yeh Tsu-tsang, and afterwards Marshal Chiang Kai-shek.

Heavy Luxury Taxes.

In a petition presented to the Government authorities, the Shanghai delegation outlined the views of merchants that non-essentials and luxuries should be heavily taxed, that necessities should be shared, that raw materials should be taxed according to the degree of requirements by home industries, and that appraisement of values should be preceded by investigations made by Finance.

The delegation further declared that the new tariff schedule should be provisional and put into use for not more than one year, and during that time a more suitable tariff should be framed on a knowledge of conditions and upon the advice of political, economic and financial experts.

The delegation further recommended that absolute tariff control should be obtained by China, and that Chinese banks be made depositories of Customs funds and revenue. The further recommendation was made that with the enforcement of the revised tariff schedule there should be the abolition of likin.

Shipping Rights.

The trade delegates of Shanghai also recommended that the Nationalists should gradually regain the shipping rights and interests of the country, that all the existing railways in China should be rehabilitated, new trunk lines added and freight rates on all lines should be reduced to facilitate commercial transportation, that drastic measures should be taken by the central and provincial governments of China to suppress landlording in the interior, to safeguard free trade and happy living of the people and that extrajurisdictional rights enjoyed by foreigners in this country should be abolished at an early date.

The delegation also called on various Ministries and explained their views in detail, and also presented to the central authorities, for consideration at the next meeting of the Central Political Council, a list of amendments to the draft of the tariff now being considered.

Cement and Cigarettes.

Amongst the amendments, which number twenty, are the following: Cement.—Rate proposed by the Chinese Tariff Commission: 10 per cent, which should be raised to 85 per cent, for the reason that Japanese cement is sold in China at much lower prices than obtaining in Japan and unless imports of foreign cement are heavily taxed, the China market will be dominated by Japanese cement and home industry would be suppressed by the foreign product.

Cigarettes.—Rate proposed by the Chinese Tariff Commission: 40 per cent, which should be raised to 100 per cent, for the reason that cigarettes are luxuries which are already manufactured in sufficient quantities in China.

Tobacco leaf.—Rate proposed by the Chinese Tariff Commission: 40 per cent, which should be reduced to 10 per cent, for the reason that China does not produce sufficient tobacco leaf to meet her own demands and if the raw material is taxed too heavily the Chinese cigarette would not be able to compete with the imported article.

Matches.—Rate proposed by the Chinese Tariff Commission: 15 per cent, which should be raised to 90 per cent, for the reason that China produces sufficient matches to meet her own demands but the industry is still in its infancy. Unless foreign matches are taxed heavily, the home industry of this

WORK FOR BRITISH MINERS.

CANADA LIKELY TO ABSORB
A BIG NUMBER.

LONDON DISCUSSIONS.

London, Oct. 5.
Mr. Mackenzie King, the Canadian Premier, arrives in London to-morrow, and Mr. Egan, the permanent head of the Canadian Immigration Department, is at present here.

The object of Mr. Egan's visit is to improve British emigration to Canada, and one of the principal aims of Mr. Mackenzie King's visit will be to discuss the same question. He discussed the matter recently with Mr. Baldwin on the Continent.

From the British viewpoint, the chief problem is the removal of miners from areas in which they form an incurable accumulation of unemployment into other areas. It is hoped that Canada may make a general contribution towards the solution of this problem, but a difficulty arises over the financing of any scheme.

The Canadian authorities believe that about 6,500 of the 8,500 British miners who went to Canada as harvesters will find permanent work there.

If this could be repeated every year, it is pointed out that this would considerably ease unemployment in this country.—British Wireless.

London, Oct. 5.

Summer-time ends on the morning of the 7th inst, when at three o'clock Summer-time clocks will be set at two, Greenwich time.—Reuter.

line cannot be protected.

Silk piece goods.—Rate proposed by the Chinese Tariff Commission being 45 per cent, which should be raised to 100 per cent, for the reason that China is the oldest silk-producing nation of the world and Chinese silk piece goods are consumed by people of all nationalities but the low import tariff rate in practice here has created a peculiar situation that foreign piece goods sell widely in China and Chinese products of this kind do not find much market at home. Silk piece goods are also luxuries which should be taxed heavily any how.

Umbrellas.—Rate proposed by the Chinese Tariff Commission being 5 per cent, which should be raised to 60 per cent, for native production of this kind has already been able to defeat western products but Japanese umbrellas are strong competitors. Lately the Chinese umbrella factories have been able to obtain practically all the material they require locally and it is therefore desirable to tax imports of this heavier.

Artificial Silk.

Artificial Silk, etc.—Rates proposed by the Chinese Tariff Commission being 20 per cent, on Artificial Silk, 20 per cent, on elastic bands, 60 per cent, on sleeve trimmings, embroidered, 25 per cent, on embroidered handkerchiefs and knitted articles 40 per cent. There is no production of artificial silk in China but since the more home consumption of silk the more importation of artificial silk has been experienced in China, it is recommended that the import tariff on artificial silk be reduced to 5 per cent, but on embroidered articles all raised to 60 per cent.

Wines and Liquors.—Rate proposed by the Chinese Tariff Commission being 30 per cent, on those imported for industrial use and 65 per cent, on those not for industrial purpose. Since there is sufficient production of native wine in China, it is undesirable for foreign liquor especially since the imported alcohol has been used by unscrupulous fellows to adulterate the drinking wine which is poisonous to the body. It is therefore necessary to heavily tax imported liquor and make it a requirement that imported alcohol be marked poisonous so that it will not be drinking matter. Wines and liquor are unwelcome and should be at 100 per cent, but liquor required for industrial purposes should be lightly taxed, recommended at 5 per cent, instead of 30 per cent.

Western Drugs.

Western drugs and medicines.—Rate proposed by the Chinese Tariff Commission being 30 per cent, which should be raised to 50 per cent, for the reason that many of them are already manufactured by Chinese factories locally and are found very satisfactory.

Western drug and medicine making materials.—Rates proposed by the Chinese Tariff Commission being 30 per cent, which should be reduced to 7.5 per cent, for the reason that these materials are mostly minerals and chemicals which China cannot do without the imported product and imports should therefore be encouraged.

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